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WHO HAVE  
COMMANDED FLEETS AND ARMIES  
BEFORE THE ENEMY.

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BY  
GENERAL THE HON. SIR EDWARD CUST, D.C.L.  
AUTHOR OF THE "ANNALS OF THE WARS."

"For to read History only for contemplation is a vain and idle pleasure, which passeth away without fruit; but to imitate the virtue of those praised men in it, is the true and public learning."—*Icon Animorum*.

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LIVES OF THE WARRIORS

WHO HAVE COMMANDED FLEETS  
BEFORE THE ENEMY.

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# ROBERT BLAKE.

## A PARLIAMENTARY ADMIRAL.

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Born 1598. Died 1657.

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THIS celebrated sea officer was the son of Humphrey Blake, who, having acquired a considerable fortune as a Spanish merchant, purchased a small estate in the neighbourhood of Bridgewater, in Somersetshire, where our hero was born in August, 1598. He received the first rudiments of instruction at the Grammar School of the town; but his parents being desirous of giving him a superior education, entered him early at Oxford. Here he remained about seven years, and applied himself with assiduity to carry out his father's wishes, but was unsuccessful in his endeavours to obtain a studentship at Christ Church, or a fellowship at Merton; and accordingly he quitted the University in 1623, with the degree of M.A. According to Clarendon, he returned to his paternal home at Bridgewater

1598.

His birth  
and educa-  
tion.

Leaves  
Oxford in  
1623.

1624. when about twenty-seven years old, just in time to receive the parting breath of his father in 1624.

—

“Of Blake’s earlier years we have no account, and therefore can amuse the reader with none of those prognostics of his future actions so often met with in memoirs. He was of a melancholic and a sullen nature; yet he spent his time most with good fellows (Radicals), who liked his moroseness and the freedom he used in inveighing against the license of the time, and the power of the Court and Church.” He had certainly imbibed an anti-monarchical spirit at a time when few men thought the kingdom in any danger, and were indifferent to those who possessed it. He had also attached himself to the Puritan party, and in April, 1640, he was, on what would now be termed “liberal principles,” elected burgess in the new Parliament for his native town. The speedy dissolution of that assembly in the following month deprived him of an opportunity of trying his powers as a debater; and at the new election he did not recover his seat.

Elected  
for Bridge-  
water in  
1640.

Thus when the Civil War broke out Blake was already, in a certain sense, a public man; and he declared for the Parliament, in conformity with his already avowed principles. But, thinking that a bare declaration for right was not all the duty of a good citizen, he at once raised a troop of dragoons, and appeared in the field with a good following, and with so much bravery, that he was noticed for it. It will surprise no one who learns his character to hear that he was soon advanced to the rank of Captain; so that in 1643, at the siege of Bristol, he had entrusted to his keeping the command of a little fort upon the line, which he refused to give up to Prince Rupert after Colonel Fiennes, the Governor, had signed the articles of surrender. This angered the Prince to such a degree, that he declared that if he could catch Blake he would have him hung for such a violation of the customs of war. Blake took Taunton by surprise, and

He refuses  
to sur-  
render to  
Prince  
Rupert,  
1643.

subsequently held it as Governor, when the Lord 1645.  
 Goring came up before the place with an army of  
 10,000 men. The town was ill fortified and ill supplied  
 with every thing necessary for supporting a siege; but  
 this was just the occasion on which a man like Blake  
 could evince his qualities. Windham indeed, who was  
 personally a friend and acquaintance of Blake, proposed  
 a capitulation: but Blake resisted this with scorn and  
 indignation, and maintained the place under all the  
 disadvantages of a breach in the walls, until the siege  
 was raised by the Parliament's army in 1645. This  
 service was so highly esteemed that the House voted  
 him a Parliamentary grant of 500*l.*: for Taunton was  
 deemed a possession of much importance, as being the  
 only fortress then possessed by the popular party in  
 the West of England.

—  
 Blake's  
 successful  
 defence of  
 Taunton,  
 1645;

for which  
 Parliament  
 votes him  
 500*l.*

Although Blake had now come to be regarded as a  
 leading man, yet it does not appear that he again re-  
 sumed his seat in the House: nevertheless he gave  
 unmistakable proofs on all occasions of his firm ad-  
 herence to the Parliamentary cause, although he was  
 very far from proceeding with it in the measures that  
 led to the death of Charles I., but, on the contrary,  
 openly disapproved of that measure as unjust and  
 illegal; and made no scruple of declaring, in the open-  
 ness and humanity of his temper, "that he would as  
 freely venture his life to save the King as ever he did  
 to serve the Parliament."

Disap-  
 proved the  
 execution  
 of Charles  
 I.

The moderation of Blake's character made it soon  
 apparent that he was not a man to be cajoled by  
 Cromwell and his associates in the steps contemplated  
 by them as the consequences of the King's death.  
 Even previously to that consummation they had  
 evinced considerable jealousy and suspicion of the  
 honest resolution and military genius of the successful  
 defender of Taunton; and the party of the Indepen-  
 dents had taken the precaution of lessening his power  
 by disbanding the principal portion of the forces en-

1645. trusted to his command. Nevertheless he was already too important a character in the eye of the public to be set aside, and the House was accordingly moved to express renewed thanks and gratitude for his eminent services, accompanied by a second donation of 500*l*.

—  
Parliament votes him a second donation.

1649. In February, 1649, he was offered a share in the command of the Parliament Fleet, with Colonel Deane and Colonel Popham. Although for the limited period of nine months, yet he readily consented to act with men who had been his personal friends and comrades in the war, though altogether unused to serve afloat. Thus he became, by a title invented for the occasion, General of the Fleet: for at this period military and naval commands were considered by no European nation as incompatible.

Disgraceful state of the Navy.

But when the newly-appointed Parliament Admirals went on board their ships of war, they found them so utterly out of condition, that it was the first requisite to constitute the three commanders into a Board of Commissioners of the Navy, to inquire into and amend the service. When the new officials came to examine in detail the actual state of affairs, they found the disorders greater than ever they had apprehended. Few of the vessels were even seaworthy. Abuses existed every where to such a degree that the stores and arms were systematically stolen or purloined, and the wages of the sailors were insufficient and irregularly paid; so that a natural dissatisfaction existed throughout the service. The energy and character of the new Commissioners were soon evinced; for they examined with their own eyes both the dockyards and the ships. The idle, the vicious, and the disaffected of the crews were at once discharged, and the ablest commanders were searched out and employed as captains of the respective vessels.

The details of the work must, however irksome, be



deemed to have been assiduously performed, since it was 1649.  
 a short interval when, on the 18th April, 1649, Blake  
 set his foot on deck as a naval Commander, and began — Blake com-  
 the career on which his fame depends at the age of fifty. mences his  
 Although one of three Commissioners, Blake is always naval  
 spoken of as taking the lead in all matters of com- career,  
 mand. To Blake was committed the task of chasing, 18th April,  
 fighting, and destroying the freebooting fleet under 1649.  
 Prince Rupert, wherever they might be found. The Prince  
 two brothers, Rupert and Maurice, had with a few Rupert  
 ships of the royal fleet taken possession of Kinsale, takes Kin-  
 whence they sallied forth on their marauding expedi- sale.  
 tions, and the harbour was soon filled with the prizes  
 they had made from the commercial navy of all nations.

Blake, therefore, with the Commonwealth flag (the  
 old English Jack, a red cross on a white ground)  
 flying from the main-mast of the "Triumph," passed  
 down the Channel, and stood for the harbour of  
 Kinsale with two frigates. On their way they en-  
 countered a storm, after which they fell in with the  
 first vessel of the enemy (which had been separated  
 from its consorts), whom they forced to surrender.  
 Pushing forward after this success, they came upon  
 the companion ships, whom they chased into the  
 pirate hold, where, with Ayseue's assistance, Blake  
 thought to close them in. Under such circumstances  
 the resolution was taken by the Prince of preparing an  
 opportunity for forcing his way out of harbour, as soon  
 as the season broke up, and that the Parliament fleet  
 should be again driven from the blockade. This  
 occurred towards the end of October, when a violent  
 gale having scattered the blockading squadron from  
 the offing, Rupert and Maurice seized the opportunity,  
 and, getting the start unobserved, made sail direct for  
 the Tagus.

Escape of  
 Prince  
 Rupert  
 from Kin-  
 sale.

Blake had thus effected the object of his duty by  
 clearing the inland seas of every enemy. It is stated,  
 however, that information now reached the British

1650. Government that, while on their progress down the Portuguese coast, the Princes had met with two English merchantmen bound from London to San Lucar, whom after a desperate struggle they had captured and carried into the Tagus, where they forthwith manned them for war service. The home traders made such urgent complaints of the insecurity of British commerce at this time, that the Council of State adopted the then unusual resolution of fitting out a winter fleet, of which they gave the command to Blake, under a new commission expressly to go in quest of these pestilent marauders.

Blake  
demands  
permission  
of the  
Portuguese  
King to  
attack  
Rupert.

His new fleet consisted of five ships, carrying altogether 114 guns, and the Commodore placed his flag on the vessel called "The Tiger." These were ready for sea by the middle of January, 1650; and it was promised him that eight more ships should follow in the spring, of which five should be men-of-war. When Blake appeared at the mouth of the Tagus, he forthwith sent in a messenger to the King of Portugal, to inform him that the strange fleet in his port belonged to the enemies of the Commonwealth of England, and he demanded leave to fall upon it at their anchorage. King John declined the proposition, but in very soft terms, accompanied with declarations of esteem, and a present of provisions. Blake affected not to comprehend the King's answer, and ordered his boats to cross the bar. A few shots from Belem Castle, however, stopped them, and the Admiral desired a reason for this show of hostility against a friendly power, "there being no war at that time betwixt Portugal and England." Not satisfied with the reply of the officer in charge of the Castle, the Admiral sent in a complaint to the Government at Lisbon, declaring that he was anxious not to violate a friendly river, but that he was the representative of a powerful nation, and that the fugitive Princes owned no country, and had not even a single port that they could call their

own, and therefore had no claim to be treated as a neutral power. Blake followed up these representations by entering the river with his fleet, and anchored in the bay, whence he unceasingly pressed the King and Council for leave to fall on the revolted anchored nearly opposite him. Months were spent in these negotiations, and in that interval Popham arrived from England with the promised reinforcement. Blake now raised his demands, and resolved on creating a sensation, since it was evident that the King was now disposed to pronounce for the cause of the two Princes. The British Admiral accordingly executed an act of vigour worthy of his nation.

He had for some time suspected that the negotiations had been prolonged to cover the departure of the Brazil Fleet, then fitting out in the Tagus for their summer voyage. This fleet, consisting of nine sail, then coming out of the river to commence their voyage, Blake seized the whole of it without ceremony, removed the crews out of the ships, supplied their places with his own people, and thus at a stroke raised the effective strength of his fleet from thirteen to twenty-two sail. The King was astounded at the temerity of this act, and gave orders to arm his coasts and fit out his fleet. But "the spirits of the vasty deep" were not quite within "call." A squadron of thirteen men-of-war was all that could be mustered to join the force of Prince Rupert, and even this fleet hesitated to attack the English, who continued to cruise before the river, threatening to add to their aggression the interceptance of the richly-freighted "Plate" Fleet, now known to be coming home from the Brazils. It was believed impossible for the English fleet to remain all the autumn on a coast that was both bleak and hostile; but in spite of the elements Blake remained in the Portuguese waters until the expected fleet arrived, when, after a brief but fierce engagement, in which the Portuguese flag-ship went down, seventeen of the fleet were captured and three burned. It

1650.

—

Blake  
seizes the  
Brazil  
Fleet.

The Por-  
tuguese  
hesitate  
to attack  
Blake, who  
captures  
the  
"Plate"  
Fleet.

1650. — was to no purpose that the King of Portugal, alarmed at so unexpected a destruction, ordered Prince Rupert to carry down the combined fleet against the intruder. The Prince was ready enough for any act of daring and valour, but Vara John, the Portuguese commander, either would not or could not obey his signals for several hours, by which time Blake's fleet was too far to leeward for them to give chase, and the Parliament Admiral, with colours flying at the main-top, continued his course, and carried his prizes to England without further molestation, which done, he speedily returned to block up the mouth of the Tagus still more closely.

Blake concludes a peace with the Portuguese King.

The loss of so many vessels, and the increasing outcries of his subjects, induced King John to mitigate his anger, and to propose overtures of peace. The owners of the nine ships seized and detained by Blake were allowed to send home a statement of their grievances, that the Admiral's conduct in the matter might be minutely investigated; but after a full inquiry, it was decided by the Council of State that the General at Sea had acted in the spirit of his instructions. Some compensation was nevertheless awarded to the owners for the forcible detention of their ships: but the Council of State added to this relaxation the hard condition that Portugal should herself defray a considerable portion of the war expenses already incurred.

Escape of Prince Rupert.

Under the convention Prince Rupert had no alternative but to make the best of his way out of the Tagus, and with wonderful success he escaped from it, and reached the Port of Malaga in spite of Blake. Blake was out at sea when intelligence of Rupert's escape reached him, and leaving orders to Admiral Penn to cruise about the mouth of the Guadalquiver, he passed through the Straits with his fleet, but by the time he reached Malaga Rupert had sailed no one knew whither. At length the revolted ships were traced into the port of Carthagera, whither Blake

pursued, and on his arrival sent a messenger to inform the Spanish Governor that they were enemies to the Commonwealth of England, and that he, as English Admiral, carried instructions from the Parliament to pursue and destroy them. To this he received the same answer as had been returned him from Lisbon by the Portuguese, "that they had the right to protect all ships that came into their dominions; that if the Admiral were forced in thither, he should find the same security;" and he was warned not to violate the peace of a neutral port. Disdaining the Governor's injunctions, Blake bore down on the revolters, and drove some on shore, and burned and mastered their ships, so that the whole revolted fleet was now scattered and destroyed. The two vessels on board which the Princes Rupert and Maurice themselves escaped having been saved by the intervention of the Spaniards.

1650.

Blake destroys the revolted fleet at Carthagena; but the Princes escape.

Blake after this quitted Carthagena, and stood for Malaga; and Rupert stood across for Toulon, hoping to receive protection from the French, since the omnipotent Cardinal Minister Mazarin was on no terms with the Commonwealth, and was prompt enough to protect him. He was pursued by Blake. The Parliament Admiral, however, did not find it so easy to bluster the Chevalier Paul, who then commanded in the French port. Nevertheless, desirous to avoid a disagreeable crisis, the French Admiral hastened the departure of his dangerous guests, and with his assistance Rupert was so well prepared for sea, that, seizing a favourable opportunity, he escaped from the roadstead, and made for the Balearic Islands.

Blake pursues Rupert to Toulon, who finally escapes to the West Indies.

Our hero was not a little displeased at the treatment he had received at Toulon, and by the protection given to the revolted fleet by the Chevalier Paul; and in February, 1651, while continuing his cruise in the Mediterranean, he made several French prizes in retaliation. One of the number was a fine frigate of

1651.

Blake captures a French frigate.

1651. forty guns. With considerable audacity he signalled — for the Captain to come on board, which invitation (there being no war declared between the two nations) was accepted. When the Captain came, he was asked “whether he was willing to lay down his sword, and yield,” and though he saw himself in Blake’s power, he gallantly refused. The Parliament Admiral, scorn- ing to take advantage of one whose spirit he respected, answered him “that he was at liberty to go back to his ship, and defend it as long as he could.” The Captain thanked him for his offer, and willingly accepted it. The fight began, and lasted two hours, when the Frenchman struck his flag, and returned on board the flag-ship, where *en preux chevalier* he surrendered up his sword to Blake.

Blake re-  
turns to  
England,  
again re-  
ceives the  
thanks of  
Parlia-  
ment, and  
is made a  
Warden of  
the Cinque  
Ports.

After an absence of twenty months the Admiral returned to England, where applause and substantial rewards awaited him. The Council of State made him a Warden of the Cinque Ports, the Parliament voted him a resolution of thanks and a donation, and the whole country resounded with the re- nown of a man who had revived the traditionary glories of the English navy, and had exercised his power with unequalled wisdom, resolution, and success. The Government had work nearer home for their successful Commander. Sir George Carteret still held possession of Jersey and Guernsey, while the Scilly Islands acknowledged the authority of Sir John Grenville. Blake, with his colleagues, was ordered to threaten St. Mary’s. Grenville professed a willingness to enter into a treaty for them, but Blake, taking 800 men under Captain Morris with him, without any parley landed at the back of Treseo; and although it was garrisoned by 1000 men, he obtained a lodgement after a stout conflict, when Blake possessed himself of their works and arms, and they surrendered at discretion. Here he erected batteries to bear upon St. Mary’s, but finding them to

produce little or no effect upon the distant shore, he, with great risk and daring, brought in his frigates into the intricate and dangerous channel between the islands, a feat often achieved in later naval annals, but up to that day conceived to be a bold but impossible conception. It was, indeed, a fundamental maxim in marine warfare before the time of Blake, that no ship could attack any shore fortification with any hope of success. Blake, however, was a man who, as Clarendon remarks, "declined the old track, and brought ships to condemn castles on shore which had ever been thought very formidable, but were discovered by him to make a noise only, and to fright those who could rarely be hurt by them." 1651.

A furious cannonade was forthwith opened from St. Mary's, which was fiercely answered by broadsides from the shipping, until at length a practicable breach was made in the castle wall, when Grenville beat a parley, and surrendered the islands, garrisons, stores, arms, and ammunition, on the sole condition that the lives of officers and soldiers should be spared. Blake forthwith turned his attention to the Channel Islands. Here Carteret, who commanded, was a staunch Cavalier, and regarded as an able General both by land and sea, so that a very considerable force of "independent" shipping, professedly acknowledging the royal authority, continually sought his protection. Upwards of 4000 men now thronged these islands, sea-roving adventurers who for some years past had been a terror to all seacraft, for success had rendered them most daring; so that this nest of pirates had become quite insufferable to all commerce. Nature appears to have fashioned the coasts of these islands into bays and inlets, formed by rocky, steep, and broken ramparts, which under skilful engineering had made them one vast and (it was thought) impregnable fortress. Blake was both active and judicious in the steps he took to bring this formidable stronghold to Blake captures the Scilly Islands; and prepares to attack the Channel Islands.

1651. his obedience. While the expedition was yet fitting out at Plymouth, his flag-ship, the "Victory," flew about the Channel, from the islands to the main, stimulating the energy of the underlings of office, and stirring up their apathy, in order that he might with reasonable resources accomplish his object.

Blake arrives at St. Ouen's Bay, Jersey.

At length, by the middle of October, the Parliament fleet was deemed ready for action. Blake removed his flag to the "Happy Entrance," 44, Captain John Coppen, and received on board of it three regiments of foot and four troops of horse, under Colonel Haynes. On the 20th the expedition cast anchor in a precarious anchorage at St. Ouen's Bay, on the west side of Jersey. Here a terrible storm broke over it, scattering and slightly damaging many of the ships, and wholly preventing the boats from effecting a landing. Blake, impatient at this delay, ran in shore, and opened a cannonade—a childish bravado—which was responded to from many little forts and redoubts in the bay; so that after four hours' useless expenditure of powder and shot, his fleet drew off to a more sheltered position in St. Brelade's Bay, about a league distant. He now endeavoured to perplex Carteret by threatening many points of descents in St. Ouen's Bay, St. Aubin's Bay, and making demonstrations against St. Helier's and Elizabeth Castle, as well as on the opposite side of the island in Grouville Bay, and against Mont Orgueil Castle. Blake's policy was to wear out the defenders by incessant marches, alarms, and bombardments. At every moment of the day some portion of the fleet opened fire on the shore, and disturbed some encampment, or column that was seen in motion along it; so that during a long march Carteret was frequently obliged to halt and get his men under cover and his guns into position to silence the fire. The Royalists were so harassed and worn by this service after it had endured three days and two nights (during which the

He harasses Carteret by constant alarms;



rain fell without intermission), marching over bad roads and broken grounds, exposed to the interruption of this fire from the shipping, which they could neither silence nor avoid, that Carteret was under the necessity of turning inland in search of refreshment and repose. At length, however, the rain ceased, the wind fell, and the swell of the sea abated. The Admiral then thought he saw watch-fires along the shore, and could no longer restrain his ardour, but at eleven at night he ordered the soldiers into the boats, and a desperate and gallant effort was made to get them on shore. The Cavalier horse, however, fell upon them as soon as they landed; nevertheless, after a conflict of half an hour, Colonel Haynes drove them back, and maintained himself in a good position for the night. 1651.  
—  
and finally effects a landing.

Early next morning the soldiers pursued their march inland, when, to their surprise, no enemy appeared to dispute their advance. It afterwards appeared that Carteret had been unable to keep his men to further work in the field, and had accordingly resolved to limit all opposition to the defence of Mont Orgueil and Elizabeth Castles. Into this latter stronghold the chiefs of the Cavaliers, with their ladies and the clergy of the island, now withdrew at the approach of the Puritans, and Blake placed his head-quarters on shore at St. Helier's, of which town he took undisputed possession. He sent Colonel Haynes to invest Mont Orgueil by land, while he carried his frigates into St. Aubin's Bay to assail it by water; and, planting them as near the old wall as possible, he opened a tremendous fire upon the fortress. The garrison replied by a spirited cannonade, and resisted for about a fortnight, when Mont Orgueil Castle surrendered, and the land forces were then called back to St. Helier's, to make preparations for besieging Elizabeth Castle. Carteret, in the teeth of increasing disadvantages, gallantly maintained his little rock for The Capture of Mont Orgueil Castle; Carteret finally surrenders, and retires to France.

1651. two entire months, nobly fulfilling his duty as a  
 — Royalist; but at length a magazine was blown up, under which eighty officers and men were destroyed, and this crowning calamity, and the utter hopelessness of being relieved, induced Sir George to hoist the white flag, and accept terms for himself and garrison to withdraw to St. Malo's, on the coast of Normandy. Thus the English Channel was cleared of the last enemy to the Commonwealth.

Blake and his colleagues first reform the abuses in the Navy.

For this important service Blake received the special thanks of Parliament, and was elected a member of the Council of State. One of the earliest subjects to occupy Blake's mind, after the reduction of the Channel Islands, was to exercise his influence, as one of the supreme Government, over his brother Commissioners of the Navy Board, to rectify abuses and grievances of that service. Some of the measures he then introduced continue established to the present day. The custom of discharging seamen, and leaving them to find their way to London in idleness and recklessness, was changed to the practice, still prevailing, of settling with them in the port in which they are discharged, and as soon as they came on shore: also abuses of many other kinds were amended or abolished.

The Navigation Act.

The history of these times will relate what circumstances now combined to produce a war between the two Republics of England and the United Provinces, which it might have been thought would have been most likely, from the similarity of feeling in domestic policy, to have been disposed to amity; more particularly as an old friendship had grown up between both of these peoples. However, there is very little sentiment to be found in cousinship or brotherhoods of nations, material prosperity is the one thing needful, and the one thing sought for, especially in commercial communities. In the year 1651 an Act of the English Parliament provided "that no foreign ship should bring any goods to England, except on English bot-

toms, or such as were of the countries from which the imported commodities came.” 1651.  
—

Now the Dutch having nothing of their own growth or manufacture that would under the provisions of this law be importable into England, they found themselves altogether debarred from their most profitable source of trade between Europe and the rest of the world, since their commerce consisted entirely of foreign produce imported in their own merchant vessels. During the inactive reign of James I., and especially during the commotions that led to the great Civil War, their trade had attained an affluence of wealth together with great naval power, and an arrogance which long-continued prosperity naturally produces, induced some insolence of conduct which the Commonwealth could not tolerate. The course of the negotiations that now ensued betrayed this feeling so ostensibly, that when an unusual armament was placed under the command of Admiral Tromp, then esteemed one of the bravest and most experienced sea-officers in Europe, Parliament took the hint as a menace, and called Blake again into service. There had existed an ancient custom demanded by England (said to have existed from Saxon times), and which had hitherto been submitted to by Holland, that the red-cross should on all occasions of the meeting of ships or fleets be saluted by every other national flag being lowered before it. It happened that Commodore Young, falling in with a Dutch fleet returning from Genoa, required this form from the admiral in command, who refused compliance, and Young poured in a broadside upon the flag-ship. A sharp action ensued, and the Dutchman was obliged to strike. War, however, was not yet declared, and ambassadors were still busy with their negotiations, when, on the 18th May, Tromp suddenly appeared in the Downs with forty sail, and anchored there. Blake happened to be cruising in the “James” off Rye, but immediately the information reached him, the

The Dutch refuse to lower their flag to the English; an action ensues, and a Dutch flag-ship is captured.

651. Admiral collected, in a few hours, his whole force — into Dover roadstead. On the appearance of the English, Tromp, without striking his flag, weighed anchor and went to sea. Blake fired a signal gun to call attention to the omission, but no answer was returned until after a second and third shot, when Tromp derisively fired a single gun, and hoisted the Dutch flag.

Tromp  
insults  
Blake;  
an action  
ensues, and  
the Dutch  
are com-  
pelled to  
retire.

It was not known till afterwards that the States-General gave special instructions to their Admiral "that when he met any of the English ships of war, he should not shorten to them, nor show them any respect than what they received from them." Blake, perceiving that this point of honour was to be disputed, advanced in his flag-ship before the rest of the fleet towards the flag-ship to speak on the subject to the Admiral, when the Dutch, instead of permitting the approach of the "James," sent a broadside into her, and stopped her short. Blake was in his cabin with his officers, consulting their papers, when this bumptious salute burst upon them, smashing the glass and doing much mischief. "Well," said the English Admiral, "it is not very civil in Tromp to break my windows." But while he spoke another broadside burst from the "Brederode," and Blake, rushing on deck, ordered it to be returned. It was about four o'clock, and a succession of broadsides ensued without any line having been formed, just as ship met ship, and grappled with one another as they chanced to fall in each other's way. From the first onset, however, Blake bore the brunt of the action; more than seventy cannon-balls were already lodged in the hull of his flag-ship; her masts were struck down, and her rigging torn to rags; her Master and several of his officers had fallen dead or wounded at her side. His joint admirals, Penn and Bourne, were not with his squadron; the former, indeed, was in London, not expecting such a crisis; but Bourne, in the "St. Andrew," with some other ships,

heard the sound of artillery booming along the waters, and crowded all sail to assist the Admiral and take share in the battle. As night came on the thunder of Bourne's guns was heard in rear of the enemy, and he arrived sufficiently soon to turn the scale of victory, so that about nine at night Tromp retired from the fight, leaving it at best but a drawn battle, for Blake was too disabled to follow, and was glad to come to anchor about four miles off Dungeness; nevertheless, when day dawned, it was found that two of the Dutch ships had been boarded and taken together with 250 prisoners; wonderful to relate, the English fleet, with the exception of the flag-ship, had not suffered materially, and only nine men were reported slain. It is indeed little less than miraculous that a thousand great shot should not do more execution: and those who will not admit an interposition of Providence may draw at least this inference from it, that *the bravest man is not always the sufferer in the greatest danger.*

The States were exceedingly troubled at the issue of this proceeding, and sent two ambassadors to the Parliament to protest "that the late unhappy engagement between the two Commonwealths had happened without their knowledge;" but the Parliament replied with considerable haughtiness, "that the extraordinary preparations of a large fleet without any apparent necessity, and the instructions given to their sea officers, had administered too much cause to make them believe that the United Provinces had a purpose to usurp the known right which the English have to the seas, and to destroy their fleets, which are their walls and bulwarks:" and this was followed up by a vigorous prosecution of their revenge; for Blake was commanded to sail forthwith into the North Seas, it being then the season of the year for the great fisheries of the Dutch upon the coasts of Scotland and the Orkney Islands. Here he fell upon their merchant ships with such success, that before the end of

The States send Ambassadors, but Parliament orders Blake to make reprisals.

1651

—  
Severe  
losses of  
the Dutch.

June he had sent in forty prizes. In July he met the Dutch fishery fleet under a convoy of twelve of their men-of-war. Blake attacked and captured 100 of these herring-busses, with all the fish they had made ready ; all which he brought away as lawful prize.

The Fleet  
is rein-  
forced.

The Dutch were compelled to forsake the Channel altogether, or to run for safety along the French coast, landing their cargoes at these ports, and sending them at an immense cost overland. This constant success inspired the Council of State with a new enthusiasm for naval glory. At Blake's suggestion the seamen's wages were increased, and the Vice-Admirals, from Norfolk to Hampshire, were requested to engage in the State's service all mariners between the ages of fifteen and twenty, who were young, ardent, and experienced in maritime occupations. An entire fleet was soon raised, consisting of 250 sail, with 14 fire-ships, which was commanded and located along the shores of the Channel. The energetic Admiral had under his own command, off Dover, 105 vessels, carrying nearly 4000 guns, but was still deficient in men ; so that his constant cry was " Seamen ! Soldiers ! "

Blake de-  
feats the  
Dutch off  
the North  
Foreland.

On 28th September, when stationed in the Downs with sixty sail, Blake sighted a fleet under the celebrated Dutch Commanders, De Witt and De Ruyter, about equal in number ; but Tromp had been compelled, by the popular clamour against him, to throw up his command. Blake advanced to the attack, and in a short time three of the enemy's ships were wholly disabled at the first brunt, and one of the Dutch Admirals was captured ; another ship of war was blown up, and at night it was thought that not one of them could have escaped ; but the Dutch, being obliged from the nature of their own coast and shallowness of their estuaries to build their ships of less draught than the English, took advantage of this to shelter themselves behind a flat called " The Kentish Knock," so that the English were unable to approach

them, excepting on a new tack, and, in the interval, the Hollanders forsook their shelter, and availing themselves of the wind, escaped with such speed that Blake found himself unable to follow them with the bulk of his fleet. In this way the enemy retired into Göree, and the English returned to the Downs without the loss of one ship, and no more than forty killed in all their ships. Blake was now rapidly rising into the first name of our naval history. De Witt, returning to Holland with a discomfited fleet, was discharged from its command as unfortunate, and the chief command was restored to Tromp, for whom great preparations were made for retrieving the reputation of the Republic, and for repairing their losses.

Blake was cruising in the Channel, expecting every day to fall in with some one or other of the Dutch Admirals, when he learned that the French fleet, under the Duke de Vendôme, had recently encountered and scattered a Spanish fleet under the Count d'Oignon, and was now concentrating war ships and military stores on the French coasts of the Channel, with a view of throwing relief into Dunkirk, at this time hotly pressed by the army of the Archduke Leopold. The narrow seas were at this time covered with English ships, for the protection of English trade and the suppression of piracy; so that Blake had considerable difficulty in meeting all the demands made upon his assistance for convoy. The term for which Blake had been commissioned to act as sole General and Admiral of the Fleet was near its close: accordingly he made the best winter distribution of his fleet, and submitted that two officers, General Monk and Colonel Deane, should be associated with him in the new commission.

Nevertheless, when in the commencement of June, 1652, the Dutch fleet were encountered about mid-seas over between Dover and Zealand, Blake was still in command alone and had with him but forty sail, very ill provided with men and ammunition, while

1651.

—

Blake  
meets with  
the Dutch  
Fleet under  
Tromp.

1652. Tromp (who had, as has been noticed, been restored to the command of the Dutch fleet,) appeared with a force said to have amounted to eighty ships of war, with ten fire-ships, ready to contend with the English.

Battle off  
Foulness;  
and defeat  
of the  
English.

Blake forthwith called a Council of War on board the "Triumph," whereon it was resolved to fight, although at so great disadvantage. For a day or two both fleets manœuvred to obtain the weather-gage, until at three in the afternoon of the 29th November both fleets came near each other off Foulness. Tromp's patience being exhausted, he made a sudden effort to get alongside the English Admiral at an advantage. But Blake had his supporters, the "Victory" and "Vanguard," at hand, and for a long time these three men-of-war stood engaged with their opposites without very great injury till evening. Blake now heard that the "Garland," carrying forty guns, had been boarded and captured by two great ships, and that the "Bonaventure," a stout well-built merchant ship, going to relieve the "Garland," had been attacked by a Dutch man-of-war, and after a stout resistance (in which the Captain, who had defended her with the utmost bravery, had been killed), was likewise carried off by the enemy.

Blake with the "Triumph," seeing the "Garland" and "Bonaventure" in trouble, notwithstanding the fatigue of his men, pressed forward to relieve them; but on his way had his foremast shattered, and was himself boarded. Beating off his enemies, however, he disengaged himself, but could not save his consorts, who were captured; and the flag-ship was so riddled as to be reduced to a mere wreck, wholly unmanageable. Nevertheless, under cover of fog and darkness, the Admiral got his flag-ship safe into the Thames, and came to anchor in Lea Road, with such ships as he could collect, to repair damages. He found that, in addition to the two ships above named, he had lost four frigates, and that his whole fleet was much



shattered. Nevertheless the Dutch gained no easy victory. Their loss in men had been very great; one of their vessels had blown up, all on board perishing; and the flag-ships of both Tromp and Ruyter had with other ships been seriously crippled. However, they were triumphant, and again masters of the Channel; and it was little credit to such a hard-won victory, that with such disproportionate force, the victorious Dutchman should have had the insolence to run up a broom to his topmast, and sail triumphantly down the Channel, to signify that he could sweep the sea of every English ship; a vulgar vaunt that had no colour of truth for more than a month, and was, at best, more worthy of a skipper than an Admiral of such renown as Tromp.

1652.

Tromp sails triumphantly down the Channel with a broom at the mast-head.

In the letter which conveyed to the Government the first news of this reverse of fortune, the Admiral says, "I am bound to let your House know, that there was much baseness of spirit in many of the English ships," and in disgust he desires "a discharge from this employment as far too great for me." But instead of receiving the acceptance of this offer to resign, Blake found that the misfortune that might have ruined another man had given him greater strength and influence in the country. It was seen and acknowledged that the great, the wise, and the valiant Admiral had been betrayed to an inconsiderate and desperate enterprise by the resistless ardour of his own spirit, and by a noble jealousy for the honour of his country.

Five days after the engagement off the "Ness" it was ordered "that a letter be written to General Blake, to acquaint him with what had been done for the giving of him an addition of strength."

Curiously enough, the first disaster experienced by Blake at sea gave him power to effect reforms in the service, and to root out naval abuses which had defied all his efforts in the day of his success. One great

Blake effects reforms in the Navy.

1652. abuse was stated by himself to lie at the source of the late defeat. An Order in Council had hitherto allowed the Masters of all vessels capable of armament to place them during a war at the disposal of Government, and permitting their old officers to command them after this change of service. There was reason to suspect that some of the secret partisans of the royal family had in this way crept into the service of the Commonwealth, with the express object of betraying it; and the Admiral discovered he had thus a double enemy to struggle against, and consequently took this occasion to insist on having a regulation adopted, that in future no Captains or other officers should receive their appointments excepting by a direct commission from the State.

1653. A report now came in that Tromp contemplated a descent upon the Channel Islands, and this hastened the preparations for renewing the contest. Impatient to wipe off the disgrace which the arms of England had sustained in the late action, the Council of State exerted every endeavour to collect a respectable naval force by taking in ships from every quarter. At Blake's own recommendation Monk was sent for out of Scotland to be his colleague in command of a new fleet, and Deane, who had risen from the ranks of a common seaman to the reputation of a bold and excellent officer, was now named as Rear-Admiral. So much ready good-will and energy was evinced by all, that on the 18th February, 1653, Blake sailed out of Queenborough with sixty men-of-war, and was joined the next day by twenty more out of Portsmouth, so that he had only to seek the opportunity of revenging his defeat, and restraining the further insolence of the enemy, by coming again in the presence of Tromp at the head of eighty sail.

Blake  
reinforced,  
sails from  
Queen-  
borough,  
Feb. 18.

There seems some doubt as to the strength of the Dutch when Tromp, surprised at the sight of such an armament, arrived off the isle of Portland.

Clarendon gives them 100 men-of-war, but their own 1653.  
 accounts admit of no more than seventy. However, —  
 the Dutch Admiral, with a considerable fleet, was seen Severe  
 steering along the French coast in the vicinity of La Battle with  
 Hogue, returning from L'Isle de Rhee, and having the Dutch  
 a great many merchant ships under convoy. The under  
 darkness of the weather prevented any clear recognition Tromp  
 of their respective forces, until the fleets had arrived in the  
 within a league of each other. Blake, in the "Tri- Channel.  
 umph," had Admiral Penn in the "Speaker" and Law-  
 son in the "Fairfax" as the supporters of the Admiral,  
 both within hail; while Monk in the "Vanguard"  
 was some miles astern, as well as Deane in his flag-  
 ship. Blake, with his usual intrepidity, advanced  
 against the Dutch Admiral, who was in the "Brederode."  
 At first Tromp came into action with a strong breeze  
 in his favour, when, shooting past the "Triumph," he  
 poured a fearful broadside into her as he passed, and  
 then, veering about, fired a second, splintering masts,  
 tearing cordage, and strewing the deck with dead.  
 Penn dashed in between the flag-ships in order to  
 cover and protect Blake, and the battle became  
 general along the entire fleet. The "Triumph" had  
 received 700 shots in her hull, when Lawson in the  
 "Fairfax" came up to its assistance. About mid-  
 day Monk also arrived with the White division, and  
 the contest was carried on on more equal terms.

Night put an end to the battle, which afforded  
 the Dutch an opportunity of sailing away; for,  
 though they had commenced the action with con-  
 siderable advantage, they could not stand against the  
 increased force and destructive fire of the English ships.  
 The "Ostrich" was already abandoned by the crew.  
 Another ship had gone down, and the officers and crew  
 were taken prisoners. Towards dusk Blake, suspect-  
 ing what might happen, detached a number of his  
 swiftest sailers to gain the wind if possible, so as to  
 prevent the escape of the vast fleet of traders; but

1653. Tromp, witnessing this manœuvre, had fallen back in the flag-ship to cover the merchantmen, and this has been given as a reason for the fleets retiring; for many of his war ships, seeing the Admiral as it were escaping, hoisted all sail, and fled away as fast as they could; so that Blake remained master of the scene of action before the night closed, but his fleet was too far damaged to pursue. The Dutch lost eight men-of-war, either taken or destroyed, while four English men-of-war and several smaller ships had been boarded and captured by the enemy, although every one of these vessels had been afterwards recovered, excepting the "Sampson." The Captain of the flag-ship had fallen, and the Admiral's Secretary had been shot down by his side with more than half his crew. Blake himself had received a wound in the thigh, which lamed him for the remainder of his life.

—  
Flight of  
the Dutch.

Blake  
wounded.

This wound, though not dangerous, demanded repose and careful treatment; but Blake, until the following dawn, had every effective hand on board the English fleet employed in restoring sails, stopping leaks, and repairing the waste of war; so that every thing was made ready to renew the contest when day broke, though a dead calm had then succeeded to the fresh breeze that had prevailed during the battle. With the dawn Tromp was seen in the midst of his traders, crowding every inch of sail that could be spread, and standing directly up Channel. Nothing could, however, be done until the third day but stand on in pursuit. On the 20th, however, about mid-day the "Triumph" came up with the main fleet when off Dungeness; and Tromp, compelled to fight against his will, ordered the merchant ships to make sail, keeping close under the French shore for protection. On both sides the battle was renewed with much fury. De Ruyter's flag-ship, becoming unmanageable, was near falling into Blake's hands, but Tromp succoured

The Battle  
is renewed.

him, and extricated him from his dangerous position. 1653.  
 The Dutch fought, as usual, with the most desperate  
 courage, and the Admiral did his best to save his mer-  
 chantmen, but the wind blowing off shore, the disor-  
 ganized ships had some difficulty in keeping out of  
 danger. Blake, however, suspecting a device of his  
 wily adversary, to sacrifice the merchant ships to  
 save himself, issued strict commands that every war  
 ship in a condition to follow and fight the enemy,  
 should press on with all sail, and leave the traders to  
 be watched and seized by those who could not follow.  
 The exciting chase continued till night; and in the  
 morning Tromp was seen anchored under the French  
 shore, about four miles from Calais. The general  
 opinion of the pilots was that he could not now escape,  
 and Blake therefore threw out his anchors, and set  
 down to repair damages; nevertheless, when day  
 again dawned, Tromp had slipped away, and had tided Tromp  
 towards Dunkirk, whence he got safe into Dutch escapes.  
 waters. The peculiar form of the Dutch shipping  
 which is eminently suited to shallow water, enabled  
 them to keep within the flats that lie along the shores  
 of Holland, and totally prevented the English from  
 following after them. The loss of life in the engage-  
 ment was unusually heavy, and the ships on either  
 side had been grievously battered. It is said that this  
 was the first action in which the English had recourse  
 to close fighting, and made use of small arms on  
 board ship, Blake having organized a species of First em-  
 ployment  
 of Marines.  
 marine, whose fire from the tops is said to have done  
 great execution. Seven of the Dutch Captains were  
 slain, and three more wounded; while three English  
 were killed, and two Admirals and almost every officer  
 of the fleet were wounded. The prizes, after much  
 controversy, believed to have been fifty in number,  
 were brought safe into English ports.

This affair is known by the name of the "Battle of  
 Portland," and such was the passion for superiority

1653. among the countrymen of both the combatants at the moment that an unusual excitement prevailed as well in England as in Holland. In the latter country, on the receipt of the news, there broke out great riots and insurrections in consequence of their defeat.

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In London the first news of the battle was received with enthusiasm. The two nations were thought to have met on a fair field, in which the Commonwealth had gained an unequivocal victory. A day of thanksgiving was appointed. Subscriptions were opened for the widows and the wounded; and congratulations and thanks were bounteously showered on all, and no complaints or grievances were raised against anybody. The Dutchman's broom at his mast-head became of course a subject of much merriment, which, instead of sweeping the Channel of the English commerce, Tromp was now playing the part of the new broom at home. For, like his energetic self, the old seaman set to work at once to make praiseworthy efforts to equip another fleet; and when Blake, a few months later, looked in upon the Texel to see what he was about, he found about seventy men-of-war and frigates afloat and already in line, but Tromp himself was absent on convoy service round the north of Scotland to meet the fleet of Spanish and Levantine merchants, who were at the time expected. Blake therefore sailed after the Dutch Admiral, leaving his colleagues Monk and Deane with eight sail in the Downs to watch the mouth of the Thames, and to look after the privateers and merchantmen in the British seas.

Tromp sails to the North, and is pursued by Blake.

Blake was accordingly at sea, cruising with twenty ships between the Frith of Forth and Moray, when, on the 20th April, Cromwell so unceremoniously cleared the House of Commons, and assumed the lead of the State. Monk, who was considered a creature of Oliver's, and Deane, who was merely a sea captain, without a head or a care for politics, together with thirty-three captains and officers of the fleet, all with-

out consulting their Admiral, sent in their adhesion to the Protector that same afternoon; but when the matter was subsequently referred to Blake, he declared that notwithstanding the change in the Government, he and his associates would still be ready to discharge their trust, and to defend the nation from insults, injuries, and encroachments; "for," he added, "it is not the business of a seaman to mind State affairs, but to hinder foreigners from fooling us." This was a principle from which he never deviated, and which he always endeavoured to inculcate in the fleet as the surest foundation of unanimity and steadiness. "Disturb not one another," said he, "with domestic disputes, but remember that we are English, and our enemies are foreigners. Enemies! which, let what party soever prevail, it is equally the interest of our country to humble and restrain."

1653.

—  
Blake's  
declaration  
on the  
change of  
Govern-  
ment.

Tromp contrived by consummate seamanship to bring the fleet home that he went out to assist, and so gave our Admiral the go-by altogether; thus Blake was still in the North Sea, when, on the 2nd June, Tromp was again off the British shores with 120 ships, having Evertzen, De Ruyter, and De Witt under him, but with his ships manned and brought together in haste. Deane and Monk had under the Red flag thirty-eight sail, and Lawson with the White division numbered thirty-three sail. Couriers were immediately sent off to notify the arrival of the Dutch fleet to Blake, who spread all sail, and impetuously moved down the North Coast before a full breeze to share in the glory that he was sure awaited his countrymen in the coming conflict.

Tromp  
appears  
again in  
great  
force;  
Blake sails  
to the  
South.

It was noon on the 3rd when the fight began. Lawson dashed into the enemy's line with a view of separating De Ruyter with his squadron from the Dutch fleet, which he had nearly effected, when Tromp bore down to his colleague's assistance. It was soon after the commencement of the engagement that a broadside

Severe  
Battle with  
the Dutch  
Fleet.

1653. sweeping the deck of the "Resolution," killed the General of the Fleet, Deane ; yet the conflict continued until darkness put an end to the first day's engagement, which continued very sharp till six in the evening. All that night, while the hostile fleets, at gun-shot distance, were repairing the havoc of the day, Blake was expected to arrive at the scene of action, so that when the summer morning dawned, every one on board the English ships strained their eyes and watched for the signals of the "Sea King," but no trace of his coming could yet be distinguished. Tromp appears to have been unaware that he was even expected to arrive, for he spent the first hours in the morning in a series of skilful movements to recover the weather-gage, until about noon on the 4th, when the hostile squadron boomed with its terrible artillery on the Dutchman's ears. Blake broke right through the Dutch line, and was received with tremendous cheers from every ship of the English fleet as he successively passed on, carrying unquestioned proofs of the great Commander's arrival on the scene of action. Tromp fought with all his accustomed energy, and stung with the cries of the English and the reproaches of his own Admiral, the crew of the "Brederode" ran alongside the "James," Vice-Admiral Penn, and boarded her, but were repulsed, and following back the boarders to the Dutch flag-ship, the English got possession of its quarter-deck. The bold but somewhat rash old Admiral, resolving not to be forced to strike to his adversary, is believed to have thrown a light himself into the magazine, for a partial explosion blew up his deck, shivering the planks into many pieces, and scorching and mutilating many men. But by a miracle Tromp escaped unhurt, although De Ruyter and De Witt, witnessing the incident, pushed up to the flag-ship, and rescued the old Commander by removing him on board a fast-sailing frigate, which, running through his fleet,

Arrival of  
Blake.

Defeat and  
narrow  
escape of  
Tromp.



assured the sailors of the safety of their famous Admiral. The day was, however, irrecoverably lost, and the flight soon became general under the influence of a fresh gale. The English ships availed themselves of the same breeze to press hotly on the rear of the enemy, and the Dutch fleet with difficulty attained safety in Weilingen. 1653.

However much the Dutch endeavoured to extenuate their loss in this battle, they left behind them eleven of their ships which were taken, while six were sunk, and the account of all impartial historians, and the remonstrances and exclamations of their own officers, prove the fact. The number of prisoners sent in by the English Admirals numbered 1350, including six Captains. In the assembly of the States, De Witt, with the natural warmth and sincerity of his character, boldly spoke the truth without reserve: "Why should I keep silence any more? I am here before my sovereigns. I am free to speak, and I must say that the English are at present masters both of us and the seas." Tromp described his flag-ship as in such a condition that it leaked, in spite of the pumps, to an extent that gained above five feet in height, and De Ruyter declared boldly that he would not again go to sea with such a fleet as they then possessed. But though Blake kept the sea, it was with considerable risk, for the English fleet was scarcely in any better condition than their opponents. The Admiral sent back to England, with the prizes, such ships of his own as were unable to remain afloat; while he himself, with the other portion of his fleet, clung to the Dutch waters, capturing such ships as dared to show themselves, and keeping the entire commerce of Holland in a state of perpetual alarm and consternation. Under these circumstances the States began to think more seriously of peace, and an agent was put on English shore, under the white flag, to prepare the way for two fresh ambassadors who were to follow, Great losses of the Dutch.

1654. fully empowered to arrange the preliminaries of a treaty.  
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But the wound that Blake had received, although he said little about it, and paid no attention to it while he kept afloat, had already affected his health to such a degree that he was at length obliged to quit his command, and leave his associates, Monk, Penn, and Lawson, to carry out and complete his plan for the

Peace with  
the States-  
General,  
April,  
1654.

Death of  
Tromp.

final reduction of Holland. But about the middle of April, 1654, the Protector made a peace with the States-General. But this peace was not effected before another glorious maritime success had been obtained, on 29th July, under which the renowned old Admiral Tromp received his death-wound. Although Blake lay at that time sick at his country house of Knoll, which he had purchased, two miles from Bridgewater.

Blake  
again  
elected for  
Bridge-  
water.

During the slow period of the Admiral's recovery, he continued in constant communication with his former associates the "Sea Generals," and with the Navy Commissioners, in which he had been included by Cromwell in December, 1653, tending and improving the service. The Protector having called a new Parliament on the 3rd September, 1654, Blake was again elected a member for Bridgewater, and took his seat in the House in the October following. His presence was marked by the Speaker Lenthall, who again, for the short period of their deliberations, presided over that assembly, and now publicly returned the Admiral the thanks of the nation for his late splendid services.

Blake sent  
to the  
Mediterranean,  
November,  
1654.

In November he was ordered to raise his flag on board the "Swiftsure," and proceed to the Mediterranean with a powerful fleet, in which Penn served under him as Vice-Admiral. When he went on board he received secret instructions, which on being opened directed him to proceed off Brest harbour, and there to prevent all ingress or egress until satisfaction could be obtained for some injuries done to English commerce.

Having soon settled this matter, he proceeded to Cadiz 1654.  
 Road, where he arrived in December. The secret aim  
 of Cromwell in sending out a fleet with considerable  
 mystery was to deal a blow at the power of Spain,  
 partly instigated to this, as it was thought, by  
 Cardinal Mazarin. The presence, however, of Blake  
 in Spanish waters was hailed with all the respect due to  
 his great name and deeds, and without any misgiving  
 as to the object of his presence. The Dutch Admiral  
 in the port, however, would not so much as show any  
 colours at all during the time that the English fleet  
 remained in harbour, so thoroughly had he awe of the  
 English Commander. Indeed, one of Blake's fleet, Effects of  
 having become separated from the Admiral in a storm, Blake's  
 encountered a French squadron of seven ships on its renown.  
 way to Toulon; but on hearing that the little craft  
 was English, the French officer in command sum-  
 moned the captain on board, and invited him to  
 drink to Blake's health in a cup of Burgundy, when  
 he saluted the toast with five guns,—such was the  
 renown of Blake's name at this juncture wheresoever  
 he went. As he proceeded through the Straits, some  
 Algerine cruisers, having some English captives on  
 board, brought them to his flag-ship as presents to  
 his superiority, to appease his apprehended wrath. It  
 was said that even the terrified Pope gave orders that  
 the sacred Host should be exposed and carried in  
 solemn procession to avert the calamity threatened to  
 the dominions of the Church by Blake's presence in  
 the Papal waters, whither he now went in pursuit  
 of the fleet of the Duke de Guise. On arriving at  
 Leghorn, he came up with fourteen sail of the fleet  
 he was pursuing, and sent on shore an officer to de-  
 sire instant redress for some vessels that had been  
 taken from the coast by the Princes Rupert and Maurice.  
 The Duke remonstrated, but the Sea General was  
 urgent and inflexible in his demand, and would  
 submit to neither refusal nor abatement until he

Blake  
 demands  
 and obtains  
 redress at  
 Leghorn.

1654. ultimately received 20,000 pistoles from the public treasury. Sickness and foul weather, as well as these negotiations, detained the fleet near Leghorn until, untowardly, a captured prize communicated plague to the ships' crews, and the Admiral himself was struck down by this terrible, and at this period new and fearful disease, so that for several weeks he was unable to write or even dictate a letter, and the winter was consumed with these and other casualties.

1655. The first day of good spring weather the fleet quitted Leghorn, and on the 8th February anchored in the road of Goletta. The Saltee rovers had continued their depredations on commerce, plundering English vessels, and carrying English crews into the interior as slaves. War was the charter of these Moslems, and its spoils their revenue. The Dey of Tunis had formed a temporary camp of several thousand horse and foot, and had drawn up his heavy ships on shore, under the guns of his great castles of Goletta and Porto Ferino, to protect them in their piracies.

Wisely considering that wherever these freebooters appeared in unusual force, it would be for the honour and interest of England to assert her superiority, the Admiral sent an officer on shore with a letter to the Dey, detailing some recent seizures of English ships, the names and cargoes of which were duly specified. He demanded, in the name of the Commonwealth of England, their restitution, together with the release of all English captives. The Dey, professing the utmost readiness for peace, refused to surrender any thing to these demands, and Blake, after making a close inspection of the coast, and its power of defence, doubted the sufficiency of his own naval power to enforce them. He accordingly withdrew his fleet to Cagliari, in the island of Sardinia, to refit and provision. This necessity delayed operations until the 8th March, 1655,

Demands of the Dey the release of the English captives ; but retires to Cagliari.

when the fleet again found itself under the guns of 1655.  
 Porto Ferino. An English officer was now sent in —  
 to reopen negotiations, and to insist upon the former  
 demands; but the barbarian, now puffed up with an  
 exaggerated sense of his power, returned a haughty and  
 insolent answer. The Dey replied in these terms, “You Insolent  
 see our castles of Goletta and Porto Ferino, upon which answer of  
 you may do your worst.” Fired with this insult, the Dey to  
 Blake twirled his whiskers (as his custom was when a second  
 he was angry), and resolved to make his enemy rue it. demand.  
 “For the honour of his fleet, his nation, and religion,”  
 as he afterwards reported to Secretary Thurloe. Call-  
 ing a Council of War, he resolved to fire all the  
 shipping in Porto Ferino. It was already late in the  
 afternoon of April 3rd, but on the following morning,  
 without the noise of a gun, the whole of the British  
 fleet silently sailed into the harbour before a light  
 gale, and, to the astonishment of the barbarians, pro-  
 ceeded even to drop anchor within musket-range of  
 the great batteries.

The boldness of the movement awed the stout  
 hearts of the Corsairs for a few seconds, until, at  
 length, a gun here and there flashed from their em-  
 brasures. In an instant the English broadsides  
 opened, and now discharged their shot so fast upon  
 the batteries and shipping, that in two hours the  
 guns on the rampart were every where dismantled  
 and silenced. The wind, which carried forward the  
 English ships, blew volumes of smoke upon the shore,  
 which prevented the batteries from taking any  
 effectual aim: but when a sight could be obtained,  
 the works were seen by the assailants to be quite for-  
 saken of their men, although they were mounted with  
 sixty cannon. Blake therefore lowered his boats, well  
 manned, to seize all the shipping, while the men-of-war  
 still continued to bombard; and this was so gallantly  
 executed, that, with the loss of only twenty-five men  
 killed and forty-eight wounded, all the ships in this

1655. — principal naval strength of the Moslem were burnt in sight of Tunis. The batteries on shore were every where most seriously damaged, and even the walls of Goletta and Porto Ferino were much shaken, several breaches having been made in them ; but, having now happily accomplished the destruction of the fleet, it did not enter into the Admiral's design to seek to carry the place by assault. His bold action, which its very temerity, perhaps, rendered safe and successful, was attended with little loss, and filled the shores of the Mediterranean with the renown of English valour.

Blake concludes a treaty with the Dey of Tripoli ; sails to Venice.

The pirate chief had been read a sufficiently severe lesson, and accordingly Blake sailed away for Tripoli, where the Dey, warned by the fate of Tunis, received him with dutiful respect, and he concluded a treaty with that nation. The Turks were at war at this time with the Venetian Republic, and it is not surprising, therefore, that when the English squadron reached Venice, it was received there with the highest honours. The Admiral's late actions had created such an influence, that the Doge and his Council lost no time in cementing a friendship with the great Western Commonwealth.

Concludes peace with the Dey of Tunis and Algiers.

On returning towards the Straits, Blake again called at Tunis, and inquired, "Is it peace?" which question was immediately answered by the display of the white flag on the castle of Porto Ferino. There only remained Algiers to visit ; but the blow struck at Tunis had cowed the Corsairs from Tripoli to Morocco, and, when the fleet stood into the bay of Algiers, the Dey received Blake's messengers with great civility, and to secure his good-will sent out a present of live cattle, which at once rendered him popular with the ill-fed crews of the shipping. Before the end of the month Blake brought his extraordinary cruise to an end. He had redressed with a high hand the grievances of many years, and had chastised the pirates as they had never been chastised in all history. The

commerce of Britain had no further apprehensions of 1655.  
 injustice, oppression, or interruption from any of the  
 petty powers bordering on the Mediterranean. The  
 Pope had also heard the thunder of the English artil-  
 lery, which had hinted to the conclave of the Vatican  
 that Britain was not to be played with, and it also  
 startled the Council Chambers of Venice and Constanti-  
 nople; so that embassies were speedily sent by all to  
 cultivate the friendship of the Protector. The Admiral  
 was not unmindful of the rewards justly due by the  
 custom of war to the crews of the fleet for their  
 valour, and Blake sent home no less than sixteen  
 ships laden with treasure, which he had obtained in  
 satisfaction for grievances, or taken by force from the  
 enemies of the Commonwealth, all which he insisted  
 should be generously divided amongst the crews.

The Protector, having now declared war in terms  
 against Spain, despatched Blake with a fleet of  
 twenty-five men-of-war to the Mediterranean to  
 watch the coasts of Spain, to infest their commerce,  
 and intercept their shipping. He raised his flag on 1656.  
 board the "Naseby" on the 15th March, 1656, and Blake sails  
 never once slackened sail until he was again off Cadiz. to Cadiz.  
 The inhabitants were not at all pleased at the sight  
 of him, as they knew that the British fleet was too  
 strong to be removed, and while it remained on the  
 station the Silver Fleet could not arrive, and the  
 usual trade of the merchants would be jeopardied.  
 In the first week of June, however, Blake received  
 information that the British resident, Mr. Meadows,  
 had been waylaid and pistoled in the streets of  
 Lisbon. Leaving, therefore, a few frigates to watch  
 Cadiz, the fleet weighed for the Tagus. Mr. Meadows  
 had recovered from the assault, and on hearing of  
 Blake's approach, he was sent for by the King, and  
 every promise given that satisfaction should be assured  
 to the sea-generals, if they would not molest the Portu-  
 guese ships or commerce. Singularly enough the old

Sails to  
 Lisbon,  
 and  
 demands  
 redress for  
 the assault  
 on Mr.  
 Meadows.

1656. priestly dread of the Bible was already among the  
 — grievances that were to be settled, and in the treaty that ensued, full liberty of conscience was conceded to Englishmen who resided in the country.

Cromwell, harassed for funds, was anxious to strike some tremendous blow against the enemy that might terminate the war with Spain advantageously, and therefore sent out an officer with a set of propositions, "rather as queries than as resolutions," for attacking Cadiz, or carrying the town and castle of Gibraltar. When, however, more exact accounts were obtained on the spot, it was found that the Duke of Medina had an army of 40,000 men in the Isla, and that an attack on Gibraltar was impracticable for many reasons. While, however, these inquiries were making, the fleet was exposed to a most violent storm, under which the "Naseby" had a narrow escape of wreck, and so much damage was incurred to the shipping that it was necessary to send back six of the English ships home to England. Blake, however, remained on the station, and the Spanish fleet remained in port, but no Silver Fleet appeared. Thus the months of July and August passed away in an inglorious blockade, and victuals of every kind ran short. To obtain supplies, even of bread and water, it was necessary to seek supplies from the ports of Portugal; so that leaving Captain Stayner in the "Speaker," with a squadron of seven ships, to watch the roads of Cadiz, Blake now sailed northward.

Stayner  
 destroys  
 the Silver  
 Fleet.

While thus absent on the 8th September, Stayner had the good fortune to encounter a division of the expected Silver Fleet, which consisted of some magnificent Spanish galleons, and two Indian merchantmen laden with cargoes of gold, silver, pearls and precious stones, hides, indigo, sugar, cochineal, tobacco, &c. The Viceroy of Lima and his family, a general, an admiral, and many officials and others, had also taken their passage on board this fleet.



In the fight that ensued these were unfortunately drowned in the Vice-Admiral's ship, for out of the eight vessels two only escaped capture or destruction. 1656.  
—

When lying at the mouth of the harbour of Cadiz, Blake received intelligence that the Spanish Plate Fleet lay at anchor in the bay of Santa Cruz, in the island of Teneriffe. Accordingly he sailed away in search of it, and on the 20th April, 1657, arrived at the island, and found in the bay sixteen Spanish vessels. The bay was defended by a castle well-mounted with cannon, and with seven forts, all armed with guns, and united together by breastworks lined by musketeers. The Spanish Admiral drew up his galleons in the form of a half-moon, with their broadsides to the sea in the most advantageous and commanding position; but the disposition was of little effect against the English commander, who determined at once to hazard an attack. General Diego Diaguez, the Governor, was duly summoned, who returned a short but courteous refusal. It happened, however, that a Dutch merchant ship lay at the time in the harbour, the Captain of which shrewdly discovering what was the probable state of affairs, desired to depart before hostilities commenced; when the Don replied, "Get you gone, if you please, and tell Blake he may come if he dare." 1657.

This message having been duly communicated to the English Admiral, he forthwith reconnoitred the harbour, and having ascertained the true position of the galleons, and the disposition of the ports and batteries to protect them, he called a council of war, that he might explain his intentions, and the impossibility he apprehended of bringing away the galleons; but he put it to his captains whether they would share in his resolution to attempt their destruction, without caring for their individual loss by the sacrifice of their prizes. He meditated a daring and hazardous step, but it is not the characteristic of an English sailor to place self before enterprise, and one

Blake sails after the Plate Fleet to Santa Cruz, in Teneriffe.

Resolves to attack the galleons in the harbour.

1657. and all the officers cordially responded to their Admiral.  
 — The wind blowing full into the harbour at the moment seconded the courageous resolve, and every one was eager to begin the work. Blake ordered the "Speaker" frigate, Captain Stayner, to lead in with a portion of the fleet and silence the protecting batteries, while the Admiral himself attacked the galleons. Gallantly indifferent to the fortifications, which exhausted their shot prodigally on the leading frigates, the ships poured in their broadsides with such effect as to hinder the guns of the castle and lesser breastworks from impeding Blake, who bravely contended with the galleons, all of which were at length abandoned by the Spanish crews about two in the afternoon, after four hours of hard fighting and a brave resistance.

The wind that had brought in the fleet rendered it impossible, as the Admiral had foreseen, to carry them out of harbour, so that the entire galleon fleet was set on fire, and reduced to ashes with all their treasure. But the difficulty yet remained how was the victorious fleet itself to get out in the teeth of the wind still setting in strong upon the entrance to the harbour. Most fortunately, however, whether owing to the influence of gunpowder, or the prodigious heat of the fire, or both, the wind so far abated as to enable the shipping to tack safe out, leaving the Spaniards in utter astonishment at the fortunate temerity of their audacious invaders, whose loss in this severe and hazardous service was but forty-eight killed and 110 wounded.

Destruction of the Plate Fleet.  
 The Protector and Parliament appoint a General Thanksgiving.

"Thus was the whole Plate Fleet destroyed; which was an incalculable loss to the Spaniards, although the English gained nothing but glory." As soon as the news reached England, the Protector caused the Parliament then sitting to appoint a day for a General Thanksgiving for the success, and a ring of 500*l.* value was sent to Blake, and a present of 100*l.* given to the Captain that brought the news. Dr. Johnson wisely remarks, in reference to Blake's wonderful

success, and its influence on the world, "He that increases the military reputation of a people does really increase its power, and he that weakens the enemy does in effect strengthen himself." "The whole action," says Clarendon, "was so incredible, that all men who knew the place wondered that any sober man, with what courage soever endowed, would ever have undertaken it. The Spaniards comforted themselves with the belief that they must have been devils, and not men, who had destroyed them in such a manner." 1657.

Bishop Burnet relates an anecdote of our Admiral at this time, that shows what an able and thorough disciplinarian he was, in his most anxious command, and how wisely he could conduct himself in his peaceable relations with the foreigners. He had always especially required his crews to treat strangers in their customary prejudices with proper respect. "A party of sailors from his fleet, in rambling about the town of Malaga, suddenly came upon a procession of priests carrying the host through the streets of the town to one who was sick. With a puritanical spirit, they not only refused to imitate the devout attention always evinced by the Spaniards on these religious occasions by falling on their knees, but they stood up and laughed and derided those who did so. The people, instigated by their exasperated clergy, resented this indignity. A street fight ensued, and with the advantage of numbers against them, the sailors were driven out of the town, and forced to fly for refuge to their boats. When they got on board, they complained of the treatment they had met with to the Admiral, who sent a trumpet into the town to demand that the priest who had set the people on should be given up to justice. The Viceroy replied that, "having no authority over the priests, he could not send him," to which Blake sent in for answer, "that if the priest was not sent on board his flag-ship within three hours he would burn the town." The Viceroy then sent the priest, who,

Anecdote  
of Blake's  
spirit and  
justice.

1657. — coming on board the “St. George,” pleaded the provocation given by the seamen. Blake admitted the excuse, and answered that if he had made the complaint to him, he would have had the men punished severely, for he would never allow any affront against the established religion of any place; but,” he added, “that he could never permit that an Englishman should be punished by any one but an Englishman.”

Cromwell's  
high ap-  
proval of  
Blake.

This trait being carried to Cromwell, he was so much pleased, that he read the account to his Council, and added, “That he hoped to make the name of an Englishman as great in the world as ever that of a Roman had been.”

Early in June the fleet again anchored in the roads of Cadiz, when it received a most hospitable reception, notwithstanding its late actions against the Spaniards in their colonies. It is remarkable what sudden and contrary results success effects among us. The blood horse, who would not have a bid before the race, is cheered vociferously after he has won a cup of little value against the most miserable competition; and Napoleon at Marengo, who would have been hooted at two o'clock in the day, was a certain Emperor two hours later.

Blake from  
ill health  
resolves to  
return to  
England.

The Admiral now received instructions from home to send back part of the fleet in order to reduce the heavy expenses of the war, and after a short stay he removed to Lisbon. For nearly a year Blake had never quitted ship-board, and want of exercise and bad food had already aggravated the scurvy in his constitution, which he had caught a year before, and which now completely undermined it, so that it was ordered that he should himself carry home the squadron to repair. But there was no rest for him even at home. His retirement from the service even for a time was already deemed extremely detrimental to the country. The Council had no one to take his place. Deane, Penn, Lawson, Ayscue, his most

eminent contemporaries, were either dead or unwilling to serve. Moreover, Blake was become indispensable to the State, for his very name was worth a squadron, and the noble hero, however anxious for some repose of mind or body, would not decline the responsibilities of his post; although the state of his health warned him that he could not carry on the supreme command alone, so that he requested that another sea-general might be associated with him, and Montagu was named to the post. 1657.  
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But the hero's health was now failing fast. Excitement, bad food, the fester of a still unhealed wound, the wreck and waste of a service unexampled in activity and mental and bodily energy, had done their work on his vigorous constitution. Symptoms of dropsy had for some time appeared, and his spirits had begun to decline. The Admiral was himself convinced that he was only going home to die. The most kind letter of congratulation from the Protector, dated the 20th April, conveyed the thanks of Parliament, with a jewelled ring sent him by a vote of the House, all which reached him while thinking of home, and caused in him a profound but sad emotion. When he put in for fresh water at Cascaes Bay he found bodily weakness increasing upon him, and as he rolled through the tempestuous waters of the Bay of Biscay he grew worse and worse. Like the noble Collingwood in our own days, after having worn himself out in his country's service abroad, he longed to get back, and get one parting glimpse of his native country. He inquired often and anxiously if the white cliffs of Albion were yet in sight. At length the Lizard was announced. Shortly afterwards the bold cliffs and bare hills of Cornwall loomed out in the distance, and the undulating hills of Devonshire came full in view. All these facts were successively communicated to the Admiral in his cabin. But Blake was fast dying, beyond all doubt. As the "St. George," foremost of the vic-

His illness increases.  
Receives the Protector's letter, and the thanks of Parliament.

1657.  
—  
Blake dies  
in Ply-  
mouth  
Sound.

torious squadron, rode with its precious burden into the Sound, it came within view of eager thousands crowding the beach, the pier-heads of Plymouth, and the walls of the citadel, all eager and anxious to catch a glimpse of their victorious hero, and salute him with a true Devonshire welcome; but it pleased the great Disposer of events to rule that he should never land on his native shore again. At this very time he lay in his silent cabin, while his sobbing, yet lion-hearted comrades thronged the companion-ladder, to catch the proof of his breathing, but before the anchor dropped on his native soil he was dead. He had yielded up his soul to God a true and sincere patriot and Christian. He expired on the 17th August, 1657, at the age of fifty-eight.

The Protector received the news of Blake's death with very great concern, and as Clarendon somewhat viciously remarks, "to encourage his officers to venture their lives that they might be pompously buried," he determined that the body should be interred with all the solemnity possible, and at the charge of the public, in Henry the Seventh's chapel, among the monuments of the Kings. The body was accordingly skilfully embalmed, and the bowels having been taken out and placed in an urn, were buried in the great church in Plymouth. The body was carried by sea to Greenwich, where it lay in state for several days; and on the 4th September moved to Westminster, where "he was left alone in his glory." But it is with the real and sincere regret entertained by every historian that has recorded the fact, that it has to be here stated that one "so famed for his bravery, so spotless in his integrity;" one who had carried himself "so wisely and so well" in the midst of the nation's exciting anger; who had disapproved the King's trial, who had barely tolerated Cromwell's usurpation, although he maintained the reserve which is permitted in troublous times to those who serve the State, was not allowed to rest for ever and in peace in his honoured

His re-  
mains are  
buried in  
Henry the  
Seventh's  
Chapel.

grave. Blake's embalmed body was dug up after the Restoration, and cast into a pit in the Abbey-yard of Westminster! This was a mean revenge, inhuman and ungrateful. Johnson remarks, with an oriental proverb, "Let no man pull a dead lion by the beard." But how is it that "the dead lion" yet remains in our history without a stone or a brass to record that it ever had existence? Great Britain is not wont to neglect her great naval heroes, to whom she is most indebted for her greatness; and here lies one, who did as much for the annals of the English name in the world as any one that adorns its renown, and yet he is nevertheless scarcely known to her school-boys. In the Great Exhibition of National Portraits of 1866, there were but three insignificant pictures of Blake, two without any artist's name, and one by a perfectly unknown limner of the name of Hammeman; while of the yet more celebrated naval hero, Sir Francis Drake, there was but one anonymous performance in that national collection. Surely we are in England too little mindful of these omissions and neglects, and in this respect our enemies are wiser.

"But that regard which was denied his body has been paid to his better remains—to his name and his memory: nor has any writer denied him the praise of intrepidity, honesty, contempt of wealth, and love of country." As he made use of no mean artifices to raise himself to the highest command at sea, so he needed no interest but his merit and his exalted services to support him in it. He scorned the mere acquisition of money, which he disinterestedly laid out as fast as it came in in the service of the State; and though no man had more opportunities of acquisition than he had, who had captured so many millions from the enemies of England, yet he threw it all into the public treasury, and did not die 500*l.* richer than his father left him. The spirit of Blake was in every thing superior to mere private views, for it is related

1657.

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Disgrace-  
ful removal  
of his body  
after the  
Restora-  
tion.

His cha-  
racter.

1657. of him that when his own brother, in his last action with the Spaniards, had failed to perform his duty, he removed him from his ship, to which he appointed another officer in his room. Yet he was not less regardful of him as a brother, for when he died, he left him his estate, knowing him well qualified to adorn and enjoy a private fortune, though he had found him unfit to serve his country in a public character, and had therefore not suffered him to rob it<sup>1</sup>.

He was in person a man of mean stature, but with a quick and lively eye, and a melancholic and sullen nature. Yet he never appears to have had a personal foe, and perhaps no one has ever played so conspicuous a part in the drama of life, who was followed by less envy, hatred, and other uncharitableness than Robert Blake. The bitterest enemies of his political creed have ever spoken of what they deemed his errors more in sorrow than in anger, and he was only most dreaded by men who were his avowed enemies, and whom he employed no disguise to regard as such from their characters and conduct. He was pious without affectation, a strong religionist according to the pretended purity of these times, yet one who would share in the fun of the quarter-deck at times of relaxation and joy, to which he always contributed; while his generosity and tenderness to the seamen in their sickness and troubles deeply endeared him to every one of them. Indeed he forms one of the most perfect characters of his age, and one the least stained with the errors and violences that were then so unhappily predominant. The pompous funeral given his remains by the nation was a less honourable panegyric to his memory than the tears of his countrymen when he died, and the unsullied reputation that still attaches to his name<sup>2</sup>.

<sup>1</sup> Dr. Johnson.

<sup>2</sup> Clarendon, Hume, Rapin, Dr. Johnson, Hepworth Dixon, Heath's *Chronicles*, Lediard's *Naval History of England*, and *Biographies passim*.



# MARTIN TROMP.

A DUTCH ADMIRAL.

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Born 1597. Died 1653.

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CLARENDON says, "*Van Trump*, in respect of his 1598.  
maritime experience, and the frequent actions he had —  
been engaged in, might very well be reckoned among His birth.  
the most eminent commanders at sea of that age; and  
his country is further indebted to his memory than they  
have yet acknowledged." To what circumstances the  
noble historian refers in this remark I am not aware;  
but I have to lament that the great deeds of Tromp  
are almost solely enshrined in his "land's language,"  
which is a sealed book, unhappily, to the general stu-  
dent. The name of *Van Trump*, by which this dis-  
tinguished naval hero is popularly known to English  
readers, is altogether an error. He is always styled  
Tromp in Dutch history, and never had a preten-  
sion to any aristocratic characteristic; although he

1597. — received from Louis XIII. of France in 1638 a coat of arms for his services before Dunkirk in 1637, and a grant of supporters to his coat of arms from Charles I. of England in 1642, which appears to justify the distinction to his son Cornelis, who has also adorned his country's maritime annals by equal merit to his great father, and who may therefore be distinguished as Van Tromp.

Death of  
his father  
in action.  
Young  
Tromp is  
taken  
prisoner  
by the  
English.

Martin Tromp was born at the Brille in 1597. His father, Harpertz Tromp, was also a sailor, and commanded a frigate under Admiral Heemskirk in 1617, when he was killed in an action with an English privateer. The son, at the age of eleven years, was serving at the time when his father was struck down by a cannon-shot at his side, and was taken prisoner, and held "in duranee vile" for two years and a half either by the English or the freebooter. His captor made him serve as a cabin-boy, and this disgusted him so much with the business and with the company to whom he was apprenticed, that the lad made his escape and got back to Holland, where he took service as common sailor, quartermaster, or pilot, as he could, until he had the misfortune to be again taken prisoner in the service of the Republic and carried into Algiers. Some years later, and it is thought on the recommendation of the Bey, he obtained from Maurice of Orange the command of a frigate. In 1629 he was made Second Captain, under Admiral Peter Hein, of the "Green Dragon," a vessel regarded as the first ship of war at that time in the Dutch navy. He is said to have drawn from his Admiral the remark, "I have known many good officers who have commanded ships under me, but no one so thoroughly well to be trusted as Tromp." Unfortunately his patron was killed in action, and it was expected that with such a character as he had earned our hero might succeed to the rank of Lieutenant-Admiral; but he was passed over by

some one of superior interest, and thinking himself 1637.  
injured, Tromp resigned his commission. However, —  
in 1637, on the death of Admiral Dorp, the Stadt- Is made  
holder Frederick named him to this rank, and gave Admiral,  
him a command of eleven ships, with which he went and de-  
to sea, and defeated a Spanish fleet of ten ships of war feats the  
and four frigates off the coast of Flanders, in 1637. Spaniards.  
He acted very craftily in this affair, having lain in  
wait for his opportunity, and came upon the enemy  
so suddenly that he captured two ships of war and  
four frigates, and threw the rest of the fleet upon the  
shallows, where many were wrecked, while the Spanish  
Admiral in command was killed in the encounter. For  
this action the States conferred on Tromp a chain of  
gold, and the King of France added to his arms the  
collar of St. Michael, in honour of this meritorious  
success.

In 1639, to revenge the defeat, the King of Spain 1639.  
sent a fleet of sixty-seven vessels, under Oquendo, to Tromp  
insult the Dutch waters. Tromp was accordingly again de-  
placed in command of a fleet of seventeen sail of the feats the  
line with fifty smaller craft, and, as before, awaited a Spanish  
favourable opportunity for making his attack from fleet.  
behind the Texel. He obtained information that the  
Spanish fleet had 4000 soldiers aboard, and therefore  
he concluded that the object was to throw them  
into Dunkirk. On the 21st of October he sighted the  
Spanish fleet off the Straits of Dover, when, unmin-  
dful of his inferior force, he got to windward of them  
until he could obtain some assistance from home, and,  
having received a reinforcement, he attacked so success-  
fully, that, after a sharp fight which lasted some hours,  
he captured one galleon, sank another, and scattered  
the remainder, who fled for shelter into the Downs.  
Tromp, uncertain how to act, went in his flag-ship to  
receive instructions of his government, and to obtain  
some supplies of powder and shot, and after three weeks  
returned and found the Spanish fleet where he had

1639. left them. An English fleet of thirty-four ships of war, under Admiral Sir John Pennington, also lay in the Downs at this time, and Tromp was apprised that he had the orders of his government to act in aid of whichever fleet should be first attacked. By some accidental encounter, however, a Dutch seaman was killed by a shot fired from a Spanish ship, and Tromp represented the provocation to the English Admiral, and, without further parley, he formed up his fleet, now consisting of 100 sail, in six divisions, and bore down upon Oquendo's fleet as they lay at anchor. This masterly movement, and the vigour of the attack, induced the Spaniards at once to cut their cables. They consisted of fifty-three vessels, of which twenty-three were driven on shore there, three were stranded, and three burned—one, a great galleon, mounted with fifty-two brass guns, on board of which was Antonio de Castro, Vice-Admiral of Galicia. The remainder of the ships on shore were taken possession of by the English to save them for the Dutch; but thirty ships, with Oquendo the Commander-in-Chief, and Lopez, Admiral of Portugal, got to sea. Tromp followed after them, till, a thick fog arising, they tried to escape; but the Dutch contrived to interpose their fleet into the midst of that of the enemy, and after fighting valiantly, the flag-ship of Lopez burst into flames. On this Oquendo ordered such vessels as could escape to run before the wind, while he himself and ten ships got into Dunkirk.

He attacks the Spanish fleet in the Downs, and gains a complete victory.

Naval tactics adopted for the first time in the English Navy.

The English had witnessed this action from its very commencement, and had seen the Dutch Admiral disperse the formidable armament of the Spaniards. It had been the practice of England to fight promiscuously, ship by ship, without studying in the least any scientific evolutions. All were eager to join at once, to lock deck to deck, yard-arm to yard-arm, and the affair was settled on the principles of school-boys in their fisty-cuffs. In this way the

Spanish Armada had been encountered and conquered in 1588. Sailors, who are of the class of men who turn to account by observation the tactics of an enemy, now beheld for the first time, instead of a multiplied action of single ships, to which their experience had been hitherto confined, a combined action of divisions of ships bearing down simultaneously on the Spanish line, and remarked the efficiency of this combination. "It is no matter whence instruction comes, from friend or from foe, provided it be good;" and, acting on this principle, the British navy will not hesitate to acknowledge the obligations they owe to Tromp for many an after day of successful glory from the manœuvres that the stout Dutchman moved them by his example to introduce into naval tactics.

Tromp's victory occasioned, as may be supposed, great joy in Holland, and the States desired, as a compliment, that as his wife had just been brought to bed of a daughter she should be baptized by the names of "Anna Maria Victoria Martensis Trompensis Dunensis," but whether the young lady ever acquired any shorter name of endearment, or a husband to lavish it upon her, is not recorded. King Charles I., however, in admiration of the Admiral's deeds, although at peace at this time with both Spain and Holland, granted Tromp a patent of British knighthood, and a grant of supporters to his arms. This last is dated from York, 20th May, 1642.

The Parliament, however, under the Commonwealth, with a view of encouraging navigation, had passed a law on the 1st December, 1651, to prohibit the importation of all foreign commodities, except in English bottoms. This was so serious a blow at the Hollanders that they sent an embassy to England to solicit a revocation of the Act; but instead of consenting to revoke the Act, several old pretensions of the English were revived, and this conduct convinced the

1639.

Honours  
paid to  
Tromp in  
Holland  
and  
England.

1651.

The Navi-  
gation Act.

1652. States that the two Republics must prepare for war.  
— Accordingly preparations were made to put to sea with great expedition and expense, and Martin Tromp, with a fleet of forty ships of war, came and anchored in Dover Roads, before any declaration of war had been made. Blake, with twenty-six sail, was sent down to face them, and on a dispute as to the striking their flag according to ancient custom, a fight ensued on the 29th May, 1652, which cost the Dutch two ships and near 200 prisoners, and the English many slain and more wounded. Owing to this mishap Tromp lost his command for a short time, but was reinstalled the same year, again encountered Blake in December on the English coast, when he defeated him so effectually as to occasion the chief mast of the Dutch Admiral's flag-ship to be adorned with a broom, to show that he was now prepared to sweep the English Channel of the enemy. Little time elapsed, however, before Tromp and Blake again met off the Isle of Portland; and on the 28th February, 1653, after a running fight of three days, the Dutch were forced to fly for shelter behind the sands of Calais, leaving 300 merchant ships, that they had captured, in the hands of the English. The States becoming tired of the war wrote to the Parliament on the 20th April, and after some discussion named four ambassadors to negotiate a peace at London. But while these instructions were preparing, the fleets of England and Holland came to a new engagement on the 2nd June, when Blake and Tromp commanded as before. Tromp, fighting with great disadvantage, pierced the English line, and only just escaped the danger of being blown up in his own ship, and he was obliged at length to retire in disorder, having lost many ships, which were taken or sunk by the English. Blake now blockaded the coasts of Holland with ninety-five sail, but Tromp, with his accustomed energy, repaired the Dutch fleet,
- Blake defeats Tromp.
- Tromp defeats Blake.
1653. Battle off Portland, and defeat of the Dutch, Feb. 28.
- Blake again defeats Tromp, June 2.

and on the 29th July came out from the Zuyder Zee with eighty-five ships. An undecided conflict took place the first day. Blake having, from ill health, given up the command to Monk, the contending fleets continued the action with the same fury as before, and Tromp made good his course till he joined the squadron of Admiral De Witt with twenty-seven sail, on the 8th August, which giving him the superiority over the English, Monk withdrew his fleet, and dropped down opposite the Catwyk; and on the 10th the fight was renewed, and waxed hot and bloody till about one in the day, when Tromp received a musket-ball in his head, of which he died in a few minutes, having scarcely time to exhort his comrades to persevere in the combat. His last words were, "I am done for; but you, my children, maintain the battle." The loss on both sides was very considerable. Twenty-seven Dutch ships were fired or sunk, and above 1000 prisoners were taken. The English lost four ships, with 400 men and eight captains killed, and 700 men and five captains wounded. On the death of the Admiral both fleets, as if by common consent, ceased firing, and withdrew to their respective harbours.

1653.

—

Death of  
Tromp,  
Aug. 10.

The loss of Admiral Tromp was a consternation to Holland, and the States-General received the news of his death with the greatest lamentations. The dead body of our hero was received with the greatest respect, and was buried with great solemnity at Delft. They caused a grand monument to be erected at the public cost, with an inscription much too inflated for the simple character of the noble sailor, and not redeemed by any elegance of language. They also caused medals to be struck in his honour, and sent a solemn deputation to express to his widow the national condolence. Tromp must be regarded among the most eminent sea commanders of his age and country. He was called "the father of sailors," and to him is justly to be attributed the school that formed De Ruyter and

His character as a  
Naval Commander.

1653. — the galaxy of distinguished Dutch naval officers of the seventeenth century. We have also shown above that he devised a system of naval tactics that has been adopted by England and other maritime powers. He had been present in fifty engagements, and had been the victorious commander thirty-three times. Nor did the frequent successes that had attended his actions betoken merely his bravery, nor were they solely in respect of great maritime experience. He was indeed in many ways an efficient tactician and a skilful strategist, for even on those occasions in which he could not claim a victory he saved his ships, either by his skill in availing himself of their small draught of water to foil his pursuers, or by taking advantage of the wind in a more masterly manner than his adversaries. In the midst of his greatest glory he constantly evinced a remarkable modesty of character, and never arrogated to himself a superior service, or from his nation a higher pretension for his deeds than he would have as readily claimed for any of his comrades, nor did he ever aspire to greater honour for his name than as the father of the sailors.

The quality of this great Admiral that was most remembered was his extraordinary coolness under fire, acting in the greatest moment of danger with the completest *sang-froid*, and giving his orders from his quarter-deck, *aussi libre et aussi assuré*, as if he were quietly seated in his chamber. Perhaps there is no hero in the whole Dutch history whose memory has survived with so much genuine respect as old Martin Tromp<sup>1</sup>.

<sup>1</sup> Militair Conversations Lexikon; Burchett; Vie de Tromp, par Ricker; Biographies English and French; Hennequin, Biographie Maritime, Paris, 1838; Lediard's Naval History of England; Sistema de Grovestin; Vie de Ruyter, par Gérard Brandt.



# MICHEL ADRIANSZ DE RUYTER, OR, DE RUITER.

ADMIRAL-GENERAL OF HOLLAND.

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Born 1607. Died 1676.

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I HAVE not been able to ascertain by what right the 1607.  
aristocratic patronymie of *De* has been always affixed to Birth of  
the name of Ruyter. The grandfather of our hero, De Ruyter.  
bearing the same Christian name as he did himself,  
held a farm at Goot, near Bergen-op-zoom. His son,  
the father of the great Admiral, was named Adrian,  
and lived at Flushing, where he married, in 1601, his  
second wife Alida Jans, who was the mother of six  
daughters and five sons, of whom Michel was the  
fourth, who was born at Flushing on the 21th March,  
1607. Nothing could have been more humble than  
his origin and early bringing up, for he was wont  
himself to relate that he was placed to work at a  
ropewalk at a few pence a day.

Placed among sailors, it was natural enough that a history. His early

1607. lad of high spirit should, from his earliest days, have set his heart upon all nautical pursuits; and at eleven years of age it is recorded of him that he was first enabled to gratify his wishes, although in the humble guise of a cabin-boy. He gradually bettered his condition, so that after eight voyages, he rose to the rank of Captain of a vessel, in 1635. In the following year he married Cornelia Engels, with whom he passed many years in perfect domestic happiness, and became the father of several children. He followed the mercantile marine in several highly successful voyages until 1640, when he obtained his rank in the Dutch navy. He was first given the command of the "Han;" but in 1641, when an expedition was fitted out to assist Portugal in its war of independence against Spain, he was promoted to serve as Rear-Admiral under Admiral Gysels. For his conduct in an action that was fought successfully off Cape St. Vincent, Ruyter received from the King of Portugal a chain of gold, and having generally signalized himself by his valour and seamanship, returned home to Flushing in December, 1642.

1641.  
Is made  
Rear-  
Admiral.

During the course of the succeeding nine years, from 1643 to 1652, Ruyter continued a sea life in sundry merchant ships, and in the transactions of trade underwent many adventures, to which in his after life he was not disposed to make much reference. He had already become tired of the occupation; so that when in 1650 he married a third wife, he took the resolution to quit the sea-service altogether, and for the moment he settled himself to the leisure of some land occupation, when the war that broke out in 1652, between the English and Dutch, opened an entirely new career that led him to honour and glory.

After Tromp had fallen into disfavour with the States-General of the United Provinces in consequence of the reverses he had undergone at the hand of the English Admiral Blake, they looked around in search

of some one to whom they could entrust the safety of their fleet, and at the instigation of the States of Zealand De Ruyter was requested to accept the command. It was not until he had been most urgently solicited, and even twitted at his want of patriotism in hesitating to give his aid to the necessities of his country, that he yielded; and on the 29th July, 1652, he raised his flag on the "Neptune," 28, when he joined the fleet, which was collected in the roads of Ostend. He found his command to consist of thirty ships of war (of which not one carried more than thirty guns), six fire-ships, and three galistas. Van Broeck was his second in command and Van Haof Rear-Admiral. He was also daily joined by merchantmen seeking his convoy to go down the Channel; and in this way convoying thirty-three merchantmen, he encountered, on the 26th August, an English fleet under Sir George Ayseough prepared to bar his progress with forty-four ships of war, almost in sight of Plymouth. There was no avoiding a conflict, notwithstanding the disproportionate force of the combatants; and De Ruyter ordered two fire-ships to attach themselves to each squadron, to be at the orders of the Admiral. The action was most bloody. De Ruyter, supported by the "Concord," Captain André Fortune, and "Ostrich," Captain Doave Aukes, sought out Admiral Ayseough's flag-ship, and punished it so severely, that after an action that lasted two days, Sir George had enough of it, and thought it prudent to carry his fleet into Plymouth, leaving De Ruyter free to conduct his convoy where he would.

De Ruyter commands the Dutch fleet.

Action off Plymouth.

In the history of the naval transactions of the war by Brandt, there is a considerable degree of hectoring, like Tromp's broom at the masthead; as for example, that when Ayseough was gone to Plymouth De Ruyter is represented as calling his officers together and proposing to follow him into that port, "*triomplier d'eux sur leurs propres côtes, pour leur faire sentir l'allront de*

1652. leur défaite,"—all which is blown into bathos by a south-east wind. Thus all through the ensuing month of September a great deal is intended and nothing is done; but the whole concludes with the account of the Dutch fleet after a storm in which the ships were all separated, nine or ten miles from each other, which induces the Admiral to express "the annoyance he felt at having to cruise on the enemies' shores with officers so insolent and incapable that they neither know how to command or to obey." As Tromp was now again dismissed from his command, it may be presumed that there was some discord amongst the officers of the Dutch fleet of which he was perhaps the victim.

De Witt was now sent to assume the command of the fleet, and De Ruyter was to serve as second. Blake had in like manner superseded Ayscough, and, having taken ample revenge for that Admiral's defeat, had returned to the Downs in August; having with him sixty-eight sail, while the Dutch that came to seek him brought out but sixty-four, and these were of smaller tonnage than the English ships, which came upon them so suddenly on the 8th October, that they were unable to form or take any order. Accordingly, they became scattered, and the two flag-ships of De Witt and De Ruyter were so severely punished that they made the best of their way to Goree.

Blake  
drives the  
Dutch Ad-  
mirals into  
Goree.

In the action between Tromp and Blake on the 18th of the month De Ruyter engaged the "Prosperity," 44, and made an attempt to board her, but failed from want of support from his supporting ships. This long and obstinate fight again ended in the escape of the Dutch fleet into French waters, leaving behind many prisoners; but the number of killed in the course of the three days' conflict was placed at 1500 on each side.

On the 22nd April, 1653, De Ruyter raised his flag on the "Crowned Love," 36, as Commander of a squadron in Admiral Tromp's fleet, which was ordered to go to sea in convoy of some 200 merchantmen re-

quiring escort for the ports of Spain and France. An English fleet, under the command of Monk and Deane, in the absence of Blake (who had gone with twenty ships to the North Sea), were cruising at this time the same seas, but did not come into any hostile presence until the first days of June. The battle that ensued is called that of the twelfth and thirteenth of May by the Dutch, and third and fourth by the English, and when it took place, off the North Foreland, De Ruyter with his squadron engaged that of Admiral Lawson of the Blue, and, after a tough engagement, which lasted till nine at night, the Dutch frigate commanded by Captain Bulter was sunk. De Ruyter's division suffered much, and himself was in greatest danger of being taken and sunk, till relieved by Tromp. Both sides were ready to renew the fight next day as well as they were able, but it was noon before the fleets came together within shot off Newport. The return of Blake's squadron during the action gave the advantage to the English; but, nevertheless, Tromp, De Witt, Evertz, and De Ruyter maintained the battle till an hour after sunset, when they all steered away to the rear of the Wieringen banks, between the coasts of Walcheren and Zeeland.

On their return to Holland all these chiefs represented to the States-General that they had fought under every disadvantage, and that it was impossible to maintain the honour of the country at sea without being reinforced with larger ships: for that the English had in their fleet more than fifty as big as the flag-ship "Brederode," which was the only one of that size in the Dutch fleet; and De Ruyter declared boldly that he would not return to his command and go to sea unless he was given larger ships better found than those that had been now given to him. A statement to the same effect was signed by all the superior officers, and orders were given by the States that these requisitions should be complied with as far

1653.

—  
Battle off  
the Goyer  
and New-  
port.

1653. — as possible. The English vessels, however, kept such close watch upon the Dutch coasts that there was great difficulty experienced in getting together a new fleet, as they prevented all communications between the Wielings and the Texel.

Death of  
Tromp.

On the 6th August, or 29th July, Tromp put to sea with eighty or ninety ships, and steered to the North, in order to unite with De Witt, who was expected out of the Texel, and on Sunday, 10th, the hostile fleets, commanded as before, again came to action off Schevening and Katwyk: De Ruyter commanded the left, and the Admiral the right, Evertz being in the middle, and De Witt in the second line. Lawson's Blue squadron was engaged by Tromp, when a musket shot from the "Rainbow," flag-ship of Rear-Admiral Goodson, struck the gallant old Commander, and he died within a few minutes. The Commanders of the several squadrons were immediately called by signal on board the flag-ship, and held a council around the dead warrior's body, extended before them on the deck. Ruyter is reported to have been much overcome at the sight, and to have exclaimed, "Would it had pleased God that I had been killed in his place!" However, the flag of the Lieutenant-Admiral was ordered to be kept flying, in order to conceal the sad event from the knowledge of the enemy. Ruyter at once shifted his flag to the frigate "the Lamb," 40, and rushed into the middle of the fight; so that out of a crew of 150 men, he soon had forty-three dead and thirty-five wounded around him, and his mizen-mast and main-mast were gone by the board; nor had he more than about seven hundred-weight of powder and a few balls remaining. In this defenceless state, he summoned Captain Alderzde Hoow to tow him out of the line, and made for the mouth of the Meuse.

Gallant  
conduct of  
De Ruyter.

Considerable discussions ensued in the States-General as to whom they should appoint Lieutenant-Admiral in the room of Tromp, and the unpopularity of De

Witt, whose pretensions on the score of ability now raised him to the post of Pensionary, left the decision open to many, and to De Ruyter amongst others. However, to avoid jealousies and heart-burnings, they elected Colonel James Van Wassenaac, Lord of Opdam, to the post of Lieutenant-Admiral, and De Ruyter was constituted Vice-Admiral of Holland and Friesland, while Cornelis Van Tromp was, out of respect to his brave father, promoted to the grade of Rear-Admiral of Holland; but the peace of 1654 removed the necessity of calling on these distinguished officers for their services afloat, so that De Ruyter, instead of going to sea, took up his residence at Amsterdam: but from time to time his name came before the public as commanding detached squadrons. Thus the Vice-Admiral raised his flag "Thuis te Swieten" soon after the peace in June, 1654, with a squadron of fourteen ships, bearing orders to cruise in the Mediterranean; with reference to some dispute which had occurred in the course of the war, he was directed on meeting any English fleet to drop his flag and salute with three guns, but not to permit the visit of any foreign officer on board, excepting when driven to it by such a superiority of force as he might not be able to resist. He returned from this cruise at the end of November, and rejoined his family at Amsterdam. In June, 1655, he again hoisted his flag in order to bring the Barbary States to reason, which had outraged the Dutch flag, and meeting Blake's fleet near Faro, he dropped his flag and saluted according to his instructions, and was answered by the English Admiral with twenty-one guns. After many affairs with the Corsairs, he returned to the Texel, May, 1656.

A war had broken out at this period between Charles Gustavus, King of Sweden, and John Casimir, King of Poland, and the Dutch, considering that their valuable trade with the Baltic might be endangered by the belligerents, had, before De Ruyter's return from the

1653.

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Is made  
Vice-Ad-  
miral of  
Holland  
and Fries-  
land.

1655.

Sails to the  
Barbary  
States.

1656.

Sails to the  
Baltic.

1656. Mediterranean, ordered Lieutenant-Admiral Opdam to be ready to go to sea. The Vice-Admiral, however, on his return, being quite ready for service, was ordered to undertake the expedition, and with twenty-five sail dropped anchor in the Sound on the 8th June. Opdam with three ships followed him on the 27th, and the Dutch fleet put itself in communication with the Danish fleet at Copenhagen. This alliance soon terminated the war, and peace having been effected between the combatants, the combined fleets returned to their respective harbours, and De Ruyter arrived at the Vlie on the 3rd November. In December, 1657, the Vice-Admiral was again despatched to the Mediterranean, where he found himself placed in circumstances of considerable difficulty in respect to French privateers, who hampered the commerce of Holland, and were in some respect countenanced in this by the French government. De Ruyter showed much judgment in his conduct at this time, which, in fact, averted a war that appeared at one time imminent between the two States. On his return home from this service, he was rewarded with a chain of gold by the Council of Admiralty of Amsterdam. De Ruyter continued his cruise until in October, 1657, Lieutenant-Admiral Opdam arrived to assume the command of a fleet with which Holland was prepared to defend herself in a war which was now declared with Portugal, and De Ruyter served under him as Vice-Admiral, having a squadron of ten ships of war. Having encountered the sugar fleet coming from Brazil, they succeeded in capturing fifteen vessels; and with these prizes they returned home, De Ruyter entering the Texel on the 6th December.

1658. In June, 1658, the Vice-Admiral again quitted port with twenty-two ships of war, and, after cruising and capturing many ships off the Portuguese shores, De Ruyter returned to Holland, and anchored at the Texel on the 11th November. Opdam had, in

Is sent to  
the Medi-  
terranean.



the meantime, cruised with a fleet in the Baltic, and the States desiring to take a more conclusive policy in the disputes of the northern provinces, commissioned De Ruyter to take charge of a considerable amount of land and sea forces, and to place himself under the chief command of Opdam, now Sieur de Wassenaar, at Copenhagen. On the 20th May, 1659, he sailed with this expedition, consisting of thirty-nine ships of war, mounting 1743 guns, and with crews numbering 7689 sailors, and a force of 4000 soldiers, and reported himself to the Lieutenant-Admiral on the 28th June. No affair of arms ensued till after the 16th October, when De Wassenaar returned to Holland, leaving the command of the fleet to Vice-Admiral De Ruyter.

The new Commander-in-Chief soon signalized his command with a conjoint expedition, naval and military, Dutch and Danish, which rendezvoused on the 8th November before Nybourg, where they threatened to make a descent; but the Swedish batteries plied red-hot shot so effectually as to fire several ships, and the flag-ship among the rest; so that the weather being also unfavourable, it was resolved to attempt the enterprise on some other part of the Swedish coast, and with this view they repaired to Cartemonde, which place they forthwith cannonaded, and Marshal Shak was landed in the early morning to advance against the town. The Swedes, however, showed such a force of cavalry that it was necessary for the Allies to have the assistance of that arm, and accordingly 1000 horses were quickly disembarked, and De Ruyter, leaving the army under its chief to establish themselves, stood out to sea with the fleet. The King of Sweden had established his head-quarters at this time in the island of Falster, but as soon as he heard of the landing of the Dutch in Funen, he hastened to rejoin his army; but his Council deeming the risk too great to attempt to pass the straits in an open boat, persuaded His Majesty to send Marshal Steenbok

1659. to command his forces. The armies, under the respective commands of the Marshals Steenbok, Eberstein, and Schak, came in presence on the 23rd November. — The Swedes under the former occupied a strong hill in front of Nybourg, and had formed a deep ditch in their front, while the hedges and houses flanking it were filled with musketeers. The Danes under Eberstein commenced the attack, but were unable to force the Swedes from their position, until Schak brought forward the Dutch against the right wing of the Swedish position with better success. The enemy gave way, leaving all their artillery behind them, and were forced to fall back behind the ramparts of Nybourg. Marshal Schak immediately sent off to the Vice-Admiral to apprise him of the issue of the battle, and on the 25th De Ruyter ranged his ships of war, and anchored them off the walls of Nybourg, where he opened such a cannonade upon the unhappy town, that reduced it in a very short time to a mere heap of ashes. The troops immediately entered into terms, and surrendered at discretion. Marshal Steenbok had fled from the battle-field without entering Nybourg, and had got on board a fishing smack, which carried him away in safety, but 7000 men laid down their arms, half of whom were cavalry; so that the Dutch possessed themselves likewise of 3000 horses, of all the Swedish artillery, and many standards. Thus the island of Funen was successfully retaken from Sweden and restored to Denmark, principally by the Dutch fleet and army, in a short campaign of fifteen or sixteen days. The King of Sweden was so overwhelmed at this catastrophe, which he learned from the mouth of Marshal Steenbok himself, that he shut himself up in Gottenbourg, where he died on the 23rd February, 1660.

Attack of  
Nybourg.

Surrender  
of Ny-  
bourg.

Death  
of the  
King of  
Sweden.

The death of the King soon led to a suspension of arms between the contending fleets and armies, which was settled on the 20th March, but it was the 6th

June when peace was concluded between Holland, 1660.  
Denmark, and Sweden, in the presence of the Ambassadors of England and France, at Elbinng, in Pomerania. —  
The duty that now devolved on De Ruyter was to assist in the transport of the Swedish army out of Denmark, and he had the satisfaction of reporting to the King in person on the 4th August, that every Swedish soldier had retired out of his dominions. Three days afterwards he again waited on His Majesty to present his letter of recall, when he was very graciously thanked for the great services he had rendered his kingdom. A grand dinner was prepared by Marshal Schak on the 11th to take leave of the Dutch fleet, at which the King himself was present; and on that occasion His Majesty presented to De Ruyter, with his own hand, a grant of Danish nobility, an honourable augmentation to his coat of arms, and a pension for life of 1800 crowns. On the 13th August De Ruyter raised anchor, but it was the 3rd September before he disembarked at the Vlie, when he was restored to his family at Amsterdam, having been absent from Holland fifteen months and fourteen days.

In the year 1661 De Ruyter was again placed in 1661.  
commission with a squadron of nine vessels of war, mounting 382 pieces of cannon, to protect the Dutch commerce in the North Sea; and he set sail with this object in the end of May. Returning to port on the 29th June, he received orders to proceed with a convoy to the Mediterranean, and render the same protection to Dutch commerce against the African pirates on the shores of that sea. Accordingly he set sail on the 17th July, convoying twenty-seven merchant-ships to Lisbon and Cadiz. Before entering the Straits his fleet was reinforced, with which on the 24th August he ran into the port of Malaga. Here he met an English squadron under Lord Sandwich, and the allied fleets concurred in putting down the Turkish pirates. On the 5th September, in obedience to the orders of

De Ruyter  
proceeds  
to the  
Mediterranean.

1661. his Government, De Ruyter anchored at Cadiz, to receive the orders of the Duke de Medina Cœli relative to a cruise he was to make to meet the Silver Fleet at sea, and to convoy it to a Spanish port. Here a reinforcement joined him from Holland, and with seventeen ships of war he quitted the Bay of Cadiz on the 8th with this object. For several weeks he cruised between Cape St. Vincent and St. Mary, and ten or twenty leagues to sea, according to the minister's instructions, without being able to obtain any news of the expected fleet, until he heard on the 2nd October that they had given him the go-by, and were arrived in the roads of Corunna; on which he returned with his fleet to Cadiz. After this he again returned to the Mediterranean, where he was engaged in punishing, threatening, and coercing the Regencies of Algiers, Tripoli, and Tunis, until he returned home and struck
1663. his flag at the Texel, on the 19th April, 1663. On
1664. the 8th May, the following year, De Ruyter was again sent with a fleet of twelve ships of war to join himself with the former squadron, which he had left on the Mediterranean under Cornelis Van Tromp. From thence he proceeded, with a similar view of protecting Dutch commerce, to the roads of Goree and Guinea, and to the West Indies, from whence he did not again return until August, 1665. During the latter portion
1665. of his voyage home he had become partially aware of the state of political affairs between Holland and England, and of the naval action that had been fought between the Duke of York and Opdam, in which that Dutch Lieutenant-Admiral had lost his life, and De Ruyter had in consequence resolved to return without having actually received letters of recall. He took, however, the precaution of sailing with a wide berth to the North of Europe, in order that he might not fall into the midst of some enemy's fleet; and on the 6th August cast anchor before the port of Delfzyl, in the *embouchure* of the Ems, with nineteen ships of

De Ruyter,  
hearing of  
the death  
of Opdam,  
returns to  
Holland.

war and five prizes, which he had captured of the English *en voyage*. 1665.

The news of De Ruyter's return was received with great joy in Holland. There had been much discussion, and many intrigues in operation as to the election of a successor to Opdam, as Admiral and General-in-Chief of Holland and East Friesland, and the opportune arrival of De Ruyter determined the point; so that within a week from the notification of his arrival at Delfzyl, he received a messenger apprising him of his appointment to this high office, and the desire of the Government that he should repair to the capital as speedily as possible. Leaving then his fleet in the Ems, under the command of Lieutenant-Admiral Meppel, and ordering all the gold and rich valuables that he had brought with him from his long cruise to be sent to Amsterdam, he took his way by Groningen, Dokkum, and Leuwarden to Harlingen, where he arrived on the 15th August, and whence he prepared to go on board the fleet that lay at the Texel. Cornelis Tromp had, however, conceived a great offence at the appointment of De Ruyter to the supreme command, to which he had himself aspired, and, before De Ruyter could arrive, he had raised a storm on the matter; so that, being now in command of the fleet until the Admiral-General's arrival, he carried it out to sea. Accordingly, after taking the oaths of his new appointment before the commissioners who met him at the Texel, De Ruyter embarked on a frigate, and was met on board the flag-ship on the 18th by the Pensionary De Witt, who placed in his hands the supreme command of the fleet; on which he repaired to the fleet, and raised his flag the same day on the mainmast of the "Delflandt," 70, which was forthwith saluted by the whole fleet, and Tromp struck his flag without another murmur. To the surprise of the whole world, the energies of the Dutch authorities had so far overcome the disaster of the 13th June, that the fleet now collected numbered 93 ships of war and frigates, carrying 1337

1665. cannon, and manned by 15,052 sailors and 1283  
 — marines, besides 3300 soldiers, making in all 19,635 men. This force was divided into four, having Evertzen, Tromp, and De Vries at the head of the three squadrons of the line, and Van Nès commanding the Admiral-General's own squadron of reserve.

De  
 Ruyter's  
 generous  
 defence of  
 De Witt.

The Dutch fleet remained at sea all through the autumn without any affair of consequence having taken place between the opposing fleets, and on the 3rd November De Ruyter entered the Texel with thirty-three men-of-war; and with a generous spirit, seeing the unpopularity of De Witt, who had been on board the fleet during the entire cruise, and against whom all sorts of false rumours had been circulated, he repaired at once to the Hague, and took up his quarters in the Pensionary's house, declaring openly that he had received the greatest assistance from his advice and counsel, and had never had a word of difference with him during their intercourse; and this he was permitted to state in the assembly of the States-General, where the Admiral-General was received with unaccustomed respect, and permitted to make his statement seated, and with his hat on his head. On the 25th he was received in like manner by the States of Holland and East Friesland, and on the 10th December by the Council of Admiralty at Amsterdam, who voted him the place of their president.

1666. On the 11th April, 1666, De Ruyter hoisted his flag on board "The Seven Provinces," 80, a vessel newly constructed, and now manned with 475 men. The fleet quitted the Texel on the 5th June, numbering eighty-five men-of-war, besides frigates. There were also fire-ships, yachts, and Indiamen; so that the command of the Admiral-General was over more than 100 sail, bearing 4615 guns and 21,909 men. The English fleet, to which they were to be opposed, was under the joint command of Prince Rupert and the Duke of Albemarle, and consisted of eighty-one ships

of war, mounting 4460 guns and 21,805 men ; so that there was no great disparity of metal and numbers between the belligerents, who came in presence on the 11th between Dunkirk and the North Foreland. At this moment France had entered into a new alliance with the Dutch against England, and a fleet under the Duke de Beaufort was sent to sea, ostensibly to unite with the Dutch fleet, while some of the high French nobility had come as volunteers, and had been received as honoured guests on board the Dutch men-of-war ; the two sons of the Duke de Grammont on board the " Durvenvoorde," and the Marquis de la Ferté on board the " Guelderlandt." Prince Rupert having been detached with the English white squadron to intercept Beaufort's passage up the Channel, the strength of the English fleet was thus considerably reduced, so that De Ruyter was disposed to attack it.

1666.

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France  
sends a  
fleet to  
join the  
Dutch.

At about noon of the 11th June the advanced squadron, under Cornelis Van Tromp, commenced the action, which continued without intermission till ten at night. The fight continued with the same bitterness and intrepidity all through the 12th, until about three or four o'clock, when De Ruyter's flag-ship lost her mainmast, and was so thoroughly disabled in her rigging that the Admiral-General ordered his flag to be run up by Van Nés on board his own flag-ship. On the other hand, Monk's fleet was diminished to thirty-nine sail ; but, nevertheless, keeping perfect order, and placing their disabled ships in advance, and the more serviceable nearest the enemy, the English took their course towards their own shore, avoiding as much as possible all contest, so as to unite with Prince Rupert, as soon as he should return from the North. Before sunset of the 13th the Prince appeared in sight with twenty-five sail, so that the English force now numbered sixty-four sail, while that of Holland was about the same number ; but the former were believed to be in a much better condition in every respect than the

Severe  
battle of  
four days'  
duration  
between  
the English  
and Dutch.

1666. Dutch. The combat was renewed the fourth day between these resolute enemies at eight in the morning, in the open sea between their two shores, and continued as long as daylight lasted, when both fleets withdrew to their own ports. The Dutch acknowledged the loss of three Admirals, Evertzen, Van der Hulst, and Stockrom, six Captains, and 800 killed and 1150 wounded. The English admitted 600 slain, 1200 wounded, and 2000 prisoners. In this latter category was Vice-Admiral Sir George Ayscough whose ship of 90 guns, the "Prince Royal," was caught in the action of the second day, on the Galloper Sands, and destroyed. Sir William Berkeley and Sir Christopher Mings were amongst the killed, and others of less note. It is singular enough that no account of this terrible action records alike the actual number of ships lost on either side. Brandt says the English lost twenty-three ships, of which seventeen were burnt or sunk, and four captured. Echard says the English had but nine taken and captured, and that the Dutch lost fifteen ships; while Rapin says they only lost six ships. The statements and reports current in England, as given in the "Life of Sir W. Penn," sufficiently show that the English "had had enough of it." But both sides claimed a victory, and there were rejoicings for it in England and Holland, while on both sides the water the most energetical endeavours were made to enable their fleets to go again to sea; and as both were repaired in a short time, and put to sea more formidable than before, it is reasonable to conclude, that there never was any action more fairly entitled to be regarded as "a drawn battle" than that of the four days.

Severe  
losses of  
the English  
and Dutch.

The Eng-  
lish and  
Dutch  
fleets put  
to sea.

On the 4th July De Ruyter was off Walcheren with a portion of his fleet, which in a few days was augmented to the number of seventy-five ships of war and frigates, and seven fire-ships, with which the States proposed to make a descent upon the English coast, believing themselves to have got in readiness before



their rivals: but De Ruyter considered that it would be an act of great temerity to attempt such a thing, and, therefore, stood away for the mouth of the Thames to shut up their enemy. On the 19th the English fleet put to sea with eighty-nine men-of-war, and twenty fire-ships, "the best fleet for force of guns, greatness, and number of ships and men that ever England did see." It is, again, difficult to determine the date of the events we are about to relate. The English say "the fight began on the 25th July;" the Dutch say that "both fleets anchored face to face on the night of the 3rd August<sup>1</sup>, and that it was daylight on the 4th when the Dutch raised their anchors and began the battle: the English, in their impatience, cutting their cables to be the sooner ready to receive them." It was in the same place, in the open sea off the North Foreland, where the former contest had raged, that this renewed fight now took place. Sir Thomas Allen, with the white squadron, met the advanced squadron under Van Tromp and De Vries, both awaiting a little breeze to terminate the dead ealm that prevailed before they could come to blows; so that it was one in the afternoon before they could "get at" each other. The Admiral-General encountered the Prince Rupert and the Lord Admiral, and they respectively bore down on each other, attended by their several supports, and thus the action became general.

Unreli-  
ability of  
the dates  
in all  
accounts  
of these  
actions.

Another  
battle off  
the North  
Foreland.

In the early part of the engagement the Admiral-General saw with surprise and displeasure that the squadron of Van Tromp held aloof from the rest, motionless, with their sails brailed up, while Evertzen and De Vries, keeping up a running fight, separated themselves in like manner from the flag-ship. The consequence was that the English were enabled to avail themselves of the interval, caused by the absence of these

<sup>1</sup> It is most probable that the difference on such a matter of fact is attributable to the O.S. and N.S.

1666. — two squadrons, to fall on De Ruyter and Admiral Van Nès, who formed his support. The gallant commander defended himself as was his wont, but to his extreme disgust, when the smoke cleared a little, he saw the squadron of Evertzen and De Vries making sail away for Holland, without paying any attention to his signals. The reason of these mischances, which eventually told so fatally against success, did not transpire till De Ruyter had been forced to retreat behind the Wielings. But Van Tromp—whose justification, however, was not admitted by his country, for he was dismissed from the service—had been in conflict the whole day with the blue squadron of the English under Sir Jeremy Smith, in which one of the Dutch fire-ships had destroyed the “Resolution,” 68, with which all the crew, excepting eighty men, perished. The blue squadron was at the same time so roughly handled by the Dutch Admirals, Meppel and Swens, that nothing but the wonderful energies of Sir Jeremy Smith and his officers kept their vessels afloat; and in the end they were under the necessity of flying, and were pursued by Van Tromp until they were quite out of sight of the Admiral-General. On the other hand, Evertzen and De Vries, in their combat with Sir Thomas Allen and the white squadron of the English, were removed by a totally different accident. Both the Dutch Admirals had been killed early in the action, and a third, Admiral Koenders, also lost his life. The remaining one, Admiral Bankert, had been sunk with his flag-ship; and two or three other ships had been captured; which occasioned so much consternation and disorder, that the crews would no longer obey their officers, but made their pilots carry off the ships out of the line.

Gallant  
conduct of  
De Ruyter.

Thus the Admiral-General found himself deprived at once of the squadrons of Zealand and Friesland, and almost reduced to his own squadron of reserve. During the whole day he had only the assistance of Admiral Van

Nès, and the sterling quality of his own courage, to maintain the fight, continually hoping that the other ships of the fleet would return to their flag-ship; and in this way he passed through the day and the night, so completely in the midst of the enemy, that the voices on either ships could be heard. Every man, soldier, and sailor, was doing his best to restore the damage done to the ships; and when day broke every eye was strained to look for the missing squadrons, but in vain. Under these circumstances, having only seven or eight ships with him, he took counsel of Van Nès what they should do, who unhesitatingly replied, "We have nothing to do but to retreat as fast as we can." The high spirit of the gallant veteran chafed under this necessity, and he cried, "How miserable is my fortune! amidst so many bullets was there not one to take me? I wish I was dead!" "Yes," replied Van Nès, "and so do I; but death never comes just at the moment we wish for it." Thus, surrounded by the English ships of war, who strove in vain to add to their victory the capture of the Admiral-General, De Ruyter, with great skill and bravery, made his way through the Spleete, until he safely anchored off Doorlo at evening. Van Tromp, with all his squadron, and with the abandoned flag-ship of De Vries, which he had picked up in his course, reached the rendezvous of Wielingen on the 6th August, and was immediately ordered into arrest.

1666.  
—  
De Ruyter  
retreats.

Arrest of  
Van  
Tromp.

The English had obtained a complete success, and were now enabled to ride incontestible masters of the sea; and the greatness of the victory was not only this, but also that the most violent animosities reigned in the Dutch fleet, when Tromp and several other captains who had misbehaved lost their commissions. On the 7th already Monk appeared in sight of the coasts of Holland with eighty ships. There was not a Dutch ship of war to defend them, or to impede the English from insulting the Dutch

Monk  
ravages the  
Dutch  
coast.

1666. — harbours; and, sailing down the shores, a detachment of soldiers was landed on Vlieland, under Captain Holmes, which burned 140 merchantmen and two men-of-war; after which they landed on the little island of Terseheling, which they also laid waste with fire and sword.

After this expedition the English Fleet returned, and anchored on the 20th at St. Helen's, that being the fittest station for hindering the junction of the Dutch and French fleets. The King of France, at the urgent solicitation of De Witt, hastened the advance of the Duke of Beaufort with the French Fleet, which was all this while at La Rochelle. Instead, however, of the fleet, a Commissioner (the Count d'Estrades) arrived in Holland, on the part of Louis XIV., bearing his royal authority to invest De Ruyter with the order of St. Michael, and to present to him a portrait of the King in enamel, enriched with three rows of diamonds.

It was not till the 20th September that De Beaufort quitted Belleisle, and, without having been perceived, safely sailed by the Isle of Wight. In the meanwhile De Ruyter had carried a few ships out of Flushing with his flag-ship, and had anchored to the south of Boulogne, near Estaples. In this short course he had met several single English ships, with which he had exchanged fire; and on one of these occasions a splinter had been swallowed by the Admiral, which every effort to produce sickness had failed to remove, and it produced such an inflammation as resulted in a fever, under which he was forced to take to his bed; and it was the beginning of December before he again became convalescent. This illness of the Admiral-General obliged the States to recall their fleet, and the French King, anxious for his navy (which with so much care and industry he had lately ordered to be constructed), despatched orders to De Beaufort to make the best of his way to Brest.

The French  
and Dutch  
fleets are  
recalled.

The States-General, resolved to improve the occasion, laboured incessantly all through the winter and spring to equip a powerful fleet, and on the 7th May De Ruyter was appointed anew to command in chief the entire naval force of the United Provinces, and no less than seventeen Admirals, Vice-Admirals, and Rear-Admirals were named to serve under his orders.

On the 6th June the fleet, consisting of no more than forty-nine ships of war and frigates, set sail from the Texel under De Ruyter, who had received instructions, dated the same day, for the service on which he was to proceed. The expedition was the very boldest act that the Dutch Government had ever contemplated to carry into effect to the injury of their most formidable enemy. The Admiral-General was directed to proceed off the mouth of the Meuse, and there take in whatever number of soldiers and ammunition he should find prepared, and take his course from thence to the mouth of the Thames, and into the Medway, pushing on such vessels as were of smallest draught to Rochester and Chatham. On the 9th and 10th the fleet arrived off the Meuse, where it took on board the soldiers and ammunition, while Commander Van der Zaan was sent with a squadron of light, fast-sailing yachts to scour the sea, in order to take note of any hostile sail that might be cruising about, but to return each day at nightfall to the flag. Other ships of war and fire-ships were continually coming in, so that on the 13th the fleet was augmented to the number of seventy-one ships of war and frigates; and these were now divided into three squadrons, under the orders of Admirals Van Nès, Van Gent, and Van Meppel. With this force De Ruyter stood over to the mouth of the Thames; but on the 15th a violent gale dispersed the ships, many of which were driven about by the wind because their anchors would not hold, and were in great danger. However, they all brought up to anchor on the 18th, and, at a council of war held on board the flag-ship,

1667.

—

De Ruyter  
is sent on  
an expedi-  
tion to  
England.

1667. the arrangement for their further progress was determined upon. Van Gent was ordered forward to take soundings and to land the troops, while De Ruyter with the rest remained on the middle ground where they had brought up. On the 20th Van Gent's squadron opened fire on Sheerness, and under its influence disembarked 1800 soldiers, and Colonel Dolman, who immediately advanced and got possession of the fort; but, finding it in such a condition as to be untenable, they embarked the guns, burnt the timber-yard, and recalled the soldiers.

Sheerness  
is attacked.

De Ruyter  
proceeds to  
Chatham.

De Ruyter then pushed on to Queenborough, and there he went on board a small vessel, to carry him up to Chatham. However, when opposite Upnor Castle he found a chain, defended by six ships of war and batteries, which opened an incessant fire upon the Dutch squadron. Here a Captain Van Braekel offered his services to remove the obstacles placed to stop the fleet; who, pushing forward in a small frigate, called "Peace," followed by a fire-ship, called "Pro Patriâ," broke the chain<sup>2</sup>, and set fire to the "Jonathan," 44, and the "Matthew," 27, which defended it. Another fire-ship, called the "Schiedam," set the "Charles V.," 60, in flames. The English troops had now begun to assemble, but were unable to prevent Vice-Admiral Liefde from taking possession of the "Royal Charles." The Admiral-General and Van Gent met on board the "Bescheming," in order to arrange the further proceedings, and there they passed the night. It was resolved to take advantage of the morning tide, and, without minding the fire of Upnor Castle, to push farther up the river. Seven fire-ships were ordered on this service, while the great ships opened fire on the Castle. But De Ruyter passed by in order to accompany the fire-ships, and himself led one of them to fire the shipping they found there.

<sup>2</sup> The Dutch are said to preserve the chain, which they carried away to Enkhuysen, in memory of this gallant affair.

The "Faithful London," 80, the "Royal James," 80, 1667.  
 and the "Royal Oak," 80, were all three burned in  
 the very sight of the Dukes of York and Albe- Destruction of the  
 marle, who at about three o'clock on the 23rd at English  
 length arrived with some soldiers to defend the ships at  
 arsenal. Chatham.

De Ruyter had already accomplished all he had intended, and so on the morning of the 24th the Dutch fleet dropped down the Medway, carrying with them the "Royal Charles," and the "Jonathan," and in their way they met the Zealand squadron, under Admiral Bankert, with five men-of-war, coming up. The fleet rendezvoused on the 26th, which being Sunday was kept as a day of thanksgiving to God for their preservation in this trying service. De Ruyter, learning that an English fleet of twenty ships was assembling at Harwich, now quitted the Thames with a view of attacking it, but contented himself with sending Vice-Admirals De Liefde and Evertzen to reconnoitre the roads, while with the other two squadrons of his fleet he hovered about the North Foreland. He sent Van Nès with a squadron, in like manner, to explore the Thames, who here met with Sir Edward Spragge, with a small force of five frigates and seventeen fire-ships hastily collected together, who at once gave him battle. The fight was very un- Sir Edward  
 equal, but there being at first but little or no wind, Spragge  
 Sir Edward took advantage of that circumstance—by repulses  
 dexterously handling his ships—to burn eleven or the Dutch.  
 twelve of the Dutch fire-ships, with the loss of six of his own; but was nevertheless obliged to shelter himself from the enemy's superiority of force by running under the cannon of Tilbury Fort. The next day, however, he again attacked the Dutch, and had more success, since he obliged them to retreat out of the river.

The consternation that reigned at London when the Consternation in  
 report reached them of the presence of De Ruyter in London.

1667. the Medway, and of his burning and capturing the King's ships in the very port of Chatham, may be well imagined. Ships were immediately sunk in such places of the Thames as would prevent any attempt upon the capital; while the naval and military authorities exerted all their energies to place it in a condition of defence. The effect of the news upon the negotiators at Breda was electric: the English became more pliant, and the several points on which they had been most stiff were readily yielded. The Dutch Government, on the other hand, sent word to their Admiral-General to re-enter the mouth of the Thames: but circumstances no longer justified the attempt, and so he sailed down the Channel, threatening Portsmouth and Plymouth.

Peace concluded between England, the States-General, and France.

These events, however, so changed the face of affairs, that, on the 31st July, peace was signed between England, the States-General, and France. It was, indeed, high time that the madness of war between such commercial people should be brought to a conclusion. "If it is now questioned what advantage England received from a war undertaken upon such slight grounds, and with such animosity—it will not be easy to discover a single advantage that was not really contained in the treaty of 1662. Yet the war cost the country 5,550,000*l.* sterling, besides the value of the ships of war either lost in the sea engagements or at Chatham. While the expense to the Dutch was equally exorbitant<sup>3</sup>."

As the autumn approached the States-General resolved to call back their fleets into harbour, to save them from the casualties of the season; and on the 15th October De Ruyter struck his flag at the Goree, and repaired to the Hague, where he was welcomed with many proofs of gratitude and consideration, and received the present of a cup of solid gold, on which was enamelled the capture of Sheerness, and the

<sup>3</sup> Rapin.



destruction of the ships of war at Chatham, "as a monument to his family and to posterity" of that successful event. Medals recording the transaction were also struck by the several Provinces, that of Amsterdam bearing the legend, "*Sic fines nostros leges tutamur et undas.*"

1667.

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Medals struck to commemorate De Ruyter's triumph.

De Ruyter had now an opportunity for some repose, after thirteen or fourteen years of most active service; and for three or four years he now resided in his mansion situated in the island of Waals, on the bank of the Y, in Amsterdam. Here he resided, without any state or external display, the mark of every stranger who visited the capital of Holland, as the greatest hero of the time, and came to be regarded by his countrymen, not only with the devotion and affection that a free people always show to their foremost men, but with a pious respect which the Dutch are always ready to show to the great men of the earth, as instruments in the hand of Providence to bless their Republic, to preserve them from dangers, to crown their exertions with success, and establish peace<sup>4</sup>. The Admiral-General was of a very retiring, modest demeanour; and Sir William Temple thus describes him at this very juncture: "This very considerable person, who was held by foreigners to be the greatest naval hero of the time, might be seen walking in the streets of Amsterdam, dressed like any ordinary Captain of a ship, followed by a single servant, never in a carriage; and within his residence there was nothing magnificent nor grand, nor was his table more richly supplied than that of any merchant in the place." He was exceedingly courteous towards strangers, and gracious to his own people; charitable to the poor, and very pious in his life; a regular frequenter of his church, and with the habit of reading aloud from the Scriptures to his wife and niece when at their work;

De Ruyter in retirement.

<sup>4</sup> Brandt.

1667. and was particularly remarkable for a clear and highly musical voice. This is the account given of his *otium cum dignitate* at this time, at the age of sixty-one.

1671. In 1671 De Ruyter was called out from his social retreat again, to hoist his flag on board "The Seven Provinces;" and on the 5th July he put to sea with thirty-six sail, men-of-war, frigates, yachts, and fire-ships. The Admiral-General's son, Captain Engel de Ruyter, served at this time under his father, in the command of the frigate, "Stadt en Landen." Nothing very particular occurred on this cruise, and he struck his flag at Helvoetsluys on the 29th September

1672. On the 7th April, 1672, new complications having occurred in the diplomacy of Europe, consequent on the wars of ambition of Louis XIV., a declaration of war was issued by Great Britain against Holland; and on the same day a similar declaration of war on the part of France was announced in the several countries; and on 29th April a squadron of seven ships of war, two frigates, and three fire-ships went to sea under De Ruyter's command, while a general rendezvous of the fleet was ordered, first at the Vlie, and afterwards at the Texel. Here De Ruyter assembled his force, and was joined by the two De Witts, as Deputies and Plenipotentiaries of the States, who in that quality were received on board his flagship. His force consisted of thirty-five ships of war, twelve fire-ships, and two yachts, comprising sixty-seven sail, under Lieutenant-Admirals Van Nés and Van Gent, to which was joined, on the 12th May, the Zealand squadron of six ships of war, two frigates, and four fire-ships, under Lieutenant-Admiral Bankert. The fleet thus constituted repaired to the Downs, where De Ruyter learned that the united fleets of England and France, amounting to nearly 150 sail, were already assembled near the Isle of Wight; on which a council of war was called on the 17th May, and it was determined that the Dutch fleet should

War declared  
against  
Holland by  
England  
and France.

cruise between the Wielings and the Meuse for the 1672.  
protection of their own shores.

As soon as the allied Admirals heard that the Dutch fleet was at sea, they came through the Straits to meet them, and anchored at Solebay, about two miles to the south of Southwold, on the river Blythe, where there is a good anchorage, sheltered by a promontory called Easton Ness. The Duke of York commanded the English fleet, as Lord High Admiral, and Maréchal d'Estrées, Vice-Admiral of France. De Ruyter no sooner received information that his enemy was anchored in Solebay, than he put his fleet before the wind, and came upon the combined fleets so suddenly that he had liked to have surprised them; but being disappointed in this, he prepared for battle. Both fleets were divided into three squadrons. The Duke of York commanded the red; the Comte d'Estrées, the white; and the Earl of Sandwich, the blue; and were opposed respectively to De Ruyter, Bankert, and Van Gent. The three opposing squadrons advanced to the fight, the flag-ship of each leading a short space in front, accompanied by a fire-ship on either hand<sup>5</sup>. The battle commenced at seven or eight in the morning of the 28th May (7th June). It is not easy to relate, nor can it well be imagined, the dreadful carnage that followed the first discharge. At nine o'clock the mainmast of the Duke of York's flag-ship, the "Prince," was carried away, and His Royal Highness was obliged to shift his flag to the "London." Van Nès endeavoured to set the "Royal Catherine," 80, on fire, but the fire-ship was turned against the Dutch Admiral, and nearly fired his flag-ship. He then succeeded in boarding the English ship, but Captain Chicheley drove him out again.

<sup>5</sup> It is related that De Ruyter, addressing his pilot, said, whilst pointing to the Lord High Admiral's flag at the main, "Pilot Zeyer, that's our man;" to which the burly seaman replied, doffing his cap, "Sir, you shall have your meeting."

1672.  
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Bravery  
and death  
of Sand-  
wich.

Captain Van Braekel, in the "Great Holland," 72, came into action against Sandwich, and a terrible combat ensued. Braekel, in like manner, got possession for a moment of the "Royal James," 100, but was shortly driven out again. Van Gent then came up, but the Earl killed him, and beat off his ship. Vice-Admiral Sweers then seeing the English vessel torn in pieces with shot, together with other ships, came down upon Sandwich, who sank three fire-ships which endeavoured to grapple with him; but at length another fire-ship, with better success, laid hold of the "Royal Charles," and burned it to the water's edge; when, the powder having been drowned by the leakage of the vessel, it went down with all on board without exploding.

Rejoicings  
at London  
and the  
Hague.

"The historians of the two nations equally pretend that their fleet chased that of their enemy, but both speak of it very faintly. For it is not entirely the same with engagements at sea as with those at land, when commonly he that remains master of the field of battle justly assumes the honour of the victory; whereas in naval engagements a fog, a calm, a wind, either contrary or tempestuous, may oblige the victorious fleet to retire the first. However this be, bonfires were equally made at London and at the Hague for the success of this battle, but with little reason on either side. The Dutch retired from the conflict south, the English north, and night alone put an end to the murderous fight. De Ruyter himself declared that 'with all his experience of many naval battles he had never witnessed one more terrible or so long.' The English had two ships burned, three sunk, and one taken. The French had one burned and one taken. The Dutch loss is believed to have been nearly as great as that of their opponents, but I do not find it any where clearly stated; and on the 9th June the Hollanders anchored near Waleheren, and the English and French had already quitted the sea, and repaired to their own ports.

“There can be no doubt but that De Ruyter evinced his accustomed boldness in attacking by surprise the combined fleets on their own ground under such disproportionate resources, and that the battle was fought out with the bravery and nautical skill that invariably marked every naval battle of the Hollanders. Yet the French Admiral was in a very small degree a spectator of the battle. Immediately Bankert moved against the French squadron they put their helms south, and sailed away altogether, keeping up a distant fight as they went, secret orders having been given to Comte d'Estrées ‘to leave the English and Dutch fleets to destroy one another.’” 1672.

Nothing less than a complete victory could have satisfied the object of the Pensionary De Witt to save his country from the calamities that from every quarter threatened to overwhelm her. Astonishment seized the Dutch nation at beholding such a combination of powerful princes and adverse circumstances that had gathered at this juncture around the Republic. In their despair they opened the sluices, and scrupled not in their extremity to restore to the sea those fertile provinces which great art and expense had won from the ocean. Convinced of the impotency of Holland to oppose the French legions by land, the hopes of the nation were more than ever turned to their naval army and its gallant commander. Orders were issued to supply the fleet with all the powder and ball that could be put on board it, and De Ruyter was ordered on the 25th June to detach from his anchorage off West Kapelle every yacht, gunboat, or craft drawing little water, to occupy the Zuyder Zee and defend the inundations, and Captain Klaas-Dekker was sent on this service, with about a dozen craft of this character. At the same time the Admiral-General was advised that the States had information from London of the intention of the Confederate Powers to make descents upon the shores of Zealand, and the

The Dutch  
open the  
sluices.

1672. fleet was therefore directed to have their anchors, down behind the sand-banks extending near Doorlo, between Wielingen and Flushing, ranged in squadrons and divisions, so as best to meet the enemy by land and by water, and to organize the fire-ships in such places as could best defend every possible landing-place.

On the 25th June De Ruyter received on board the "Seven Provinces" the afflicting intelligence of the foul attempt at assassination that had been made upon his great personal friend the Pensionary De Witt, and his brother Ruart Cornelius De Witt, the latter of whom had only recently quitted his flag-ship on account of ill health. The two brothers had both been the State Deputies on board his fleet, and had, by their wisdom and counsels, greatly assisted the Admiral-General.

De Ruy-  
ter's family  
threatened.

Within a few days the graver report reached him that his own house at Amsterdam had been surrounded by the enraged people, and that his wife and children had been for some time exposed to imminent danger. Every day the news that came in added to the horror and anxiety of a man placed so high among the people yet detained, in a constrained absence, from his home by the intensity of his public duties at a fearful national crisis. The brothers De Witt were judicially condemned to be banished the Commonwealth, but when, on the 12th August, John came to Ruart's prison to accompany him to his exile, the populace rose and pulled the two brothers from the jail, and literally tore them to pieces. Nor did the death of these most virtuous men and magistrates satiate the brutal rage of the multitude. They exercised on the dead bodies indignities too shocking to be recited; nor would they suffer the friends of the deceased to bestow on them the common respect of a funeral; they were committed to the grave silently and unattended. Well might De Ruyter write that "he could not learn without a shudder of the inhuman massacre of these two State Ministers; that nothing could be more odious or of

The Pen-  
sionary De  
Witt and  
his brother  
murdered  
by the  
populace.

more pernicious example than a horrible murder from the cruelty and furor of the populace; and that he prayed God to protect the State, by His merciful Providence, from such excesses and seditions in all times to come." 1672.

The first consequence of the banishment of the Pensionary was the unanimous election of the Prince of Orange to be Stadtholder, Governor-General, and Admiral, and, on the 11th July, this fact was communicated to the Admiral-General for the information of the fleet, who received it with the greatest joy, and De Ruyter addressed the Prince the same day, expressing a hope "that, under his wise counsels, the prosperity of the State might be revived, and that he awaited, with all respect, the honour of His Highness's commands;" to which he received a gracious reply on the 18th. He forthwith reported to the Stadtholder the condition of the force under his command: that it did not consist of more than forty-seven ships of war, twelve frigates, and about twenty fire-ships; that they were all very much under-manned, the whole equipage of the fleet not exceeding at the moment 5749 men; that he thought it good for the discipline and efficiency of the service to change anchorage from time to time, and that accordingly he had, on the 20th, moved to new anchorage off the Goree, sending scouts to observe the entire coast from the Texel to the Ems. The weather, however, continued so violent and stormy into the month of September that the fleet was very much damaged, and accordingly on the 17th De Ruyter wrote to recommend to the States that the state of the weather rendered it as unlikely for the enemy to make an attempt to land on their coast as it was on their part exceedingly difficult to perform their duties of prevention, and he therefore counselled their withdrawal into port.

Accordingly, on the 22nd, the Admiral-General

1672. — struck his flag at the Goree, and repaired, on the 26th, to the Hague, to render his report in person to the States then in Session. He also proceeded to pay his respects to the Stadtholder at his head-quarters at Nithoorn. Here the Prince showed him the intelligence received of the English fleet having left the mouth of the Thames with sixty-three sail; and accordingly he repaired, by desire of His Highness, to Rotterdam and Helvoetsluys, where he discovered that it was a false alarm, arising from the captain of a privateer who had come into port with his prizes. De Ruyter immediately reported the fact, but went to sea with the vessels at hand to make a *reconnoissance* in person, and on his return received from the Stadtholder the assurance "that his more direct advices from England satisfied him that there was no immediate apprehension of a descent on their coasts from that quarter," and he was therefore permitted to join his family at Amsterdam, where he arrived on the 16th October. The progress of events by land having created a general disposition to provide against any possible enterprises of the French against the capital, the Burgomasters and Regents of the city organized all the sailors and soldiers, as well as the militia, for its defence, and gave the supreme command of the force to De Ruyter. In the course of the winter the Government, in their anxieties to provide against any contingency, requested the Admiral, about the middle of January, to keep aloft in the Zuyder Zee in the Admiralty yacht, in order to reconnoitre the shores of Guelderland and Friesland with a view to the possible operations of the enemy.

1673. The Prince of Orange, in quality of Superior Admiral of the Seven Provinces, requested De Ruyter's assistance in a critical examination of the capacity and experience of the officers to be employed in the naval operations of the year 1673, and as Van Tromp had been always an adherent of the House of Orange, to

Van Tromp  
restored to  
command.



which he had attributed the adverse fortune that had visited him, the Stadtholder proposed to restore him to the active functions of a Lieutenant-Admiral in the room of Van Gent, who had fallen at Solebay, but His Highness gave his friend to understand that he would only call him into service on the understanding of his complete reconciliation with De Ruyter. Accordingly the two Admirals, both of them being men of a mild and generous nature, met in the presence of the Prince, and while De Ruyter recommended a forgetfulness of all that had passed, Van Tromp promised to obey implicitly the orders of the Admiral-General.

On the 9th May the Admiral-General raised his flag at the Goree, and, being shortly joined by the rest of the fleet from the Texel, went to sea with eighty sail under Lieutenant-Admiral Van Nès and Vice-Admirals De Liefde and De Haan. After having made a demonstration of this force in the mouth of the Thames, where he saw a British fleet prepared to oppose any hostile entry, the Admiral-General returned for further reinforcements to the shores of Walcheren, where he was joined, on the 28th May, by the squadron of Lieutenant-Admiral Van Tromp and Vice-Admiral Schram. On the 1st June the Admiral-General again took his fleet to sea for naval exercise, and the same day Van Tromp gave a grand entertainment on board his ship to De Ruyter and the chief officers of the fleet, when a perfect harmony and deferential friendship was displayed; but while they were yet at table news came in that the combined English and French fleets had been sighted with 120 or 130 sail. A communication was forthwith made to the Council of War on shore to learn its pleasure whether the fleet of Holland should await an attack from the enemy at Shoone Valdt, or advance to the rencounter, to which it was replied, "Receive the enemy's attack."

The combined fleets proceed to Holland.

On the 7th June (28th May), the anniversary of the battle of Solebay, the fleet being all anchored in

1673. position behind the Flemish shoals, the Admiral-General invited all who chose to receive the Communion on board his flag-ship, and then commanded that the anchors should be raised and all sail set on every ship; while the enemy, in three squadrons, commanded respectively by Prince Rupert, D'Estrées, and Sir Edward Spragge, bore down upon the advance of the Dutch, whose fleet consisted of no more than 100 sail, whereas the allied fleets numbered at least 150. The French squadron on this occasion became the *corps de bataille* in order to satisfy the prejudices of their allies, who declared that at Solebay they had kept aloof in the offing. The battle commenced at one o'clock at noon between D'Estrées and Van Tromp, the two squadrons most to the north of the two fleets. De Ruyter and Bankert received the attack from Prince Rupert, both leading the centre squadrons. The Admiral-General had carried the fleet N.E., and kept this course till about half-past two, when he tacked south, and sent to apprise Van Tromp of this change of direction; but from some cause he could not communicate with that Lieutenant-Admiral, and for fear of separation he again tacked and resumed the original direction. Sir Edward Spragge now fell upon Bankert, who, between his two assailants, lost his foremast and maintop-mast, when De Ruyter carried the "Seven Provinces" to his aid, and by weight of metal delivered him from his tormentors.

High  
tribute of  
D'Estrées  
to the  
great  
merit of  
De Ruyter.

About six in the evening, all the squadrons had rejoined, and the movements for this purpose in the Dutch fleet excited the admiration of both parties; so that D'Estrées, in his report of the battle to Colbert, said that "he could purchase with his life the glory of De Ruyter for his bravery and skill in the action." The French are reported to have behaved exceedingly well, although it does not appear that they lost above two officers of rank in the fight, while the English lost

three captains of men-of-war. No vessels are named 1673.  
 as captured or burned on either side. But it would be —  
 ungenerous to refuse the Hollanders the glory of a The com-  
 substantial victory. The combined fleets attacked De bined fleets  
 Ruyter at his anchorage with a view to force him from failing in  
 the ground, that the English and French forces might their  
 make a descent on the shores of Zealand or Holland, object, re-  
 which, under present circumstances, would have en- turn to  
 dangered the total overthrow of the Dutch Common- their own  
 wealth. This project the Admiral-General completely shores.  
 and successfully averted, with a fleet much inferior to  
 the combined squadrons. The Dutch fleet anchored  
 on their own ground the very night of the battle,  
 when the English and French sailed away to their  
 own shores quite discomfited, if not worsted.

De Ruyter did not lose a moment in re-organizing  
 his fleet, and the very day after the battle made a  
 requisition for powder, ball, and other necessities, and  
 in replacing the officers killed or put *hors de combat* by  
 the action; and he personally superintended the  
 refitting by their captains of every thing connected  
 with their ships' equipage, and rendered their anchor-  
 age more complete. He so constantly evinced good  
 sense in the minute details of his command, that at  
 this time he was naturally called upon by the Govern-  
 ment to determine a question of some intricacy.

Among the offers of volunteers, which arrived from De Ruyter  
 every quarter, was one from 200 French prisoners, prin- refuses the  
 cipally Protestants, who offered to transfer their allegi- services of  
 ance to the States, and the Admiralty suggested that by French  
 distributing them in detachments on board the diffe- volunteers.  
 rent ships of war, it would enable them to man more  
 vessels by the sailors thus superseded or displaced:  
 but the Admiral-General replied that "it would be  
 impossible to prevent the suspicion attaching to such  
 recruits that they corresponded with the enemy; and,  
 moreover, they might become a school of very great  
 value to a foreign power, if after their apprenticeship

1673. they should return to the French naval service : and he, moreover, recalled to the Government their constant indisposition to admit foreigners into their service, in consequence of the disquietudes they often introduced into their political relations."

— Within the week after the battle De Ruyter reported his fleet fit for service, but, as on the previous occasion, he was prevented by the deputies on board his ship from proceeding to sea to attack the enemy, and was required to receive their assault when anchored, for the protection of their own shores ; he now formally requested permission from the Council of War, whom he summoned on board his flag-ship, to go out to sea and take the attack ; which it was agreed he should be at liberty to do on the 14th June, if no reason of State should require a contrary policy. On the day fixed, prayers having been publicly offered up on every ship of the fleet, it put to sea in search of the combined squadron.

Burnet mentions a circumstance that somewhat reconciles the Dutch account of this encounter with the English. A scheme had been suggested to the allies to attempt a landing of troops on the Dutch coast near the Hague. The attempt was kept so secret that the allied forces appeared unexpectedly at Scheveling, where no preparations existed to prevent the design, but they were obliged to anchor until the next flood tide should carry them to the shore ; when, to their amazement, after the ebb set in, De Ruyter came up with it, and discomfited the enterprise, which might have been of fatal consequence to the Dutch. Sir Edward Spragge, with the blue squadron, being nearest to the enemy, and Van Tromp, commanding his advance, they at once fell on one another, and, it is said, fought together for seven hours. The English Admiral obliged the Dutch Lieutenant-Admiral to shift his flag twice, and would have inevitably captured him, but that Vice-Admiral Sweers arrived to his assistance.

De Ruyter again engaged Prince Rupert; and D'Estrées and Bankert, forming the rear of either fleet, were antagonists. The result of the battle, which lasted till nightfall, was that Prince Rupert withdrew into the Thames, and De Ruyter to his old anchorage at Schooneweldt, off the shores of Zealand. 1673. —

Undismayed by the progress of the French arms, and by the assistance of land forces contributed to the land contest by England, the gallant Republic again took the sea in search of the confederate fleets, and came up with them between Petten and Kamperduin (Camperdown), not far from the Helder, on the morning of the 21st August (August 11). By a skilful manœuvre De Ruyter gained the wind upon his adversary during the night, but finding his enemy already in line he signalled to his fleet to form. The arrangement of the opposing fleets was much as in the last battle. Both were composed of three squadrons, Prince Rupert carrying the red flag with Vice-Admiral Herman, and Rear-Admiral Chicheley was in the centre, opposed to the Admiral-General. Sir Edward Spragge, under the blue flag, assisted by Rear-Admiral the Earl of Ossory, confronted Van Tromp; and the Count d'Estrées, with the white squadron, consisting wholly of French, was antagonistic to Bankert. The Dutch fleet consisted of 75 ships of war and frigates, 25 fire-ships, and 18 yachts, comprising altogether 118 sail, with 4312 cannon and nearly 20,000 men. The Confederates were thought to have 150 sail, of which 104 were men-of-war and frigates. The battle commenced along the entire line at half-past nine o'clock. Great battle near the Helder.

The historian of De Ruyter says, "The whole sea was in a blaze; the flakes of fire piercing the clouds of smoke like lightning in a tempest, while a storm of ball, bar-shot, grape, and every kind of projectile pattered and ploughed the ocean like a hurricane. The result of this third naval engagement was

1673. very much like the others. Both sides fought as if there were no mean between death and victory. — Great losses in both fleets. Admiral Sir Edward Spragge and Captains Sir William Reeves, Le Neve, Hayman, and Merryweather on the side of the English, counterbalanced the loss of Admirals De Liefde and Sweers, and Captains Van Gelder, son-in-law to De Ruyter, Sweerius, Viteher, and Kiela on the side of the Dutch. No great ship on either side, but on both sides many lesser ones were either burned or sunk. The French did not lose either ships or crews; and it was said that had they answered Prince Rupert's signal to bear down they would have gained a decisive victory. Be that as it may, it may be hazarded that the French in all their naval actions with the Dutch, having always adopted the same manœuvre, probably discovered the quality of their ships to be so superior to the Dutch in the power of sail, that they had only to take the course of the wind and the Hollanders could never bring them to close action.

Indecisive results of these naval battles.

Nevertheless, the same results followed at the last as from the first. The victory was doubtful, and claimed on both sides. "The British made easy sail towards the English coast," and "the Dutch anchored off the Texel at nine o'clock on the morning of the 22nd." On the 24th September of this year De Ruyter struck his flag at Helvoetsluys, and on the 19th February, 1674, peace was concluded at Westminster between the King of Great Britain and the States-General.

1674. Peace concluded at Westminster, Feb. 19.

De Ruyter did not become indifferent to his country's glory by the conclusion of peace, for he began at once working hard to restore the efficiency of the Dutch Fleet, which by a new act of the Stadtholder had been committed to his charge, and which at this juncture numbered ninety men-of-war. He therefore presented a memoir to His Highness suggesting the employment of the force by an expedition against the French

Antilles. He showed the facility, if secretly and promptly prepared, of obtaining possession either of Guadeloupe or Grenada, and of the commerce that would be acquired by their capture. The States acceded to this in March, and on the 24th May the fleet in all its bravery quitted Wielingen and took their course down the Channel. The Admiral-General had obtained some information as he touched the English ports on his passage which induced him to send back for more guns and powder and siege material, and he left Tromp in the Channel to bring on these things, when, passing the isles of Madeira and Teneriffe, they reached Martinique on the 8th July.

1674.

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De Ruyter  
sails to  
the West  
Indies.

Having some suspicions that the French authorities in the West Indies were well prepared for defence, De Ruyter captured a small vessel, and learned that they had been warned from Europe of the intention of the Dutch to attack the island, and that within very few days a dispatch had brought the exact number of ships composing the expedition. They also learned that considerable shipment of colonial produce had been made from the island with a view to save it from the apprehended attack. It may be remarked, although it is a fact well known, that the French are better served than most nations in their secret intelligence. The universality of their spoken language gives them great advantages in this respect; but there is something in the peculiar genius of the French people that makes it "the tongue of friends" all over the world.

The autho-  
rities at  
Martinique  
are warned  
of the  
intention  
of the  
Dutch.

In some doubt as to where to make a descent, they learned a local saying, that "Quiconque est maître de Cul de Sac a tout le pays en sa puissance;" accordingly they reconnoitred the fort of that name, close to Port Royal, and on the 20th they disembarked 1000 men under Colonel Nitenhove. They found the fort situated in a low vale upon the shore, and defended by a solid rampart, in good order, with strong palisades, strengthened by a perfect network of cane plants, on

Failure of  
the assault  
on Cul de  
Sac.

1674. which were twenty guns mounted, and a garrison of four or five companies, and there were moreover some vessels, drawing little water, armed with cannon to flank the defences. After making several attempts to carry it by assault, the casualties were found to be already 143 killed, and 378 wounded, amongst which were the Colonel, with no less than five wounds, and most of the officers more or less. The expedition was therefore withdrawn to the ships, and a council of war was held to determine further operations. It was resolved to surprise the isle of Dominica; whither the fleet arrived on the 23rd; but after having made a *reconnoissance*, they were convinced that nothing could be successfully attempted, since all were fully informed of the enterprise; therefore De Ruyter decided to carry back the fleet to Europe, and it was accordingly anchored at the Goree on the 1st October.

De Ruyter threatens Dominica; and returns to Holland.

Invitation of Charles II. to De Ruyter.

In the beginning of December the Earls of Arlington and Ossory arrived at Amsterdam, to urge De Ruyter to pass three or four weeks at the Court of His Majesty in England, but not being a courtier, and, moreover, no longer a young man, he excused himself, and declined the honour, preferring to rest a little from the fatigues of active service in the bosom of his family, not knowing how soon his country might call upon him again to raise his flag. Age and a general derangement of his health and his powers began to tell upon him, and this winter he was a considerable sufferer from gout, gravel, and other evils, so that he was forced to keep his bed.

1675. However, the demand upon his services continued more urgent every day. The King of Spain was very much disturbed by a revolt that broke out in his kingdom of Sicily, and negotiated with the States-General for some naval aid which might counterbalance the extensive fleets of France in the Mediterranean; and His Majesty especially stipulated for the command being given to De Ruyter, whom he regarded as the great captain of the world on the sea. It does not

Spain seeks the aid of the States-General.



appear that the Admiral-General at all desired this service, considering that the Spaniards were quite powerful enough to help themselves, and not thinking that Holland was at all called upon to go to the expense of a considerable fleet for a matter so exclusively their own. When twitted by some of his countrymen on getting timid in his old age, he answered, "No, I do not lose courage, and am ready as ever to expose my life for the defence of my country; but I regret to see our Government expose needlessly the honour of our flag."

1675.

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On the last days of July, therefore, he raised his flag on the "Concord," and went to sea with the fleet on the 16th August, and reported himself to Don André d'Avola, Admiral of the Spanish Crown at Cadiz, on the 26th September. Some repairs to the ships of his fleet requiring a delay, he was, during his stay, sumptuously entertained at Port St. Mary's by the Duke di Medina Cœli, Prime Minister to the Queen-Regent, who informed him of Her Majesty's desire that he should take a squadron under Don John of Austria under his command; but on his arrival at Algiers, where he expected His Imperial Highness, he found a change of plans, and he accordingly carried the Dutch fleet to Barcelona on the 14th November; where a letter from the young King Charles II. himself awaited him, announcing that he had assumed the Government, and requiring him to await at Barcelona the arrival of Don John, his natural brother. After resting here a fortnight, during which he suffered a severe attack of gout, he received a letter from the young Prince himself, declaring he had apprised the King that the state of his health prevented his repairing aboard the Dutch fleet. Accordingly De Ruyter sailed from the shores of Spain to the island of Sardinia, and thence to Melazzo in Sicily, where he arrived on the 20th December, but found but one Spanish man-of-war

De Ruyter  
sails to  
Spain.

De Ruyter  
sails to  
Melazzo.

1675. and fourteen galleys composing the entire fleet of Spain! He forthwith put himself in communication with the Viceroy of Sicily; but a great deal of time was thrown away in corresponding, until De Ruyter, desiring to provide for the security of his ships, sent a peremptory order to Vice-Admiral De Haan to join him without tolerating any interruption, and on the 1676. 2nd January, 1676, the Admiral-General assembled the entire Dutch fleet under his orders in the bay.

Tired of inaction, the Admiral-General, having collected his fleet, desired to go in quest of the French fleet, and went to sea, apprising the Viceroy of his intention to cruize as far as the Faro. As they navigated they could see on the shore, near the fort of Ibisio, the troops of the Spaniards and French in furious combat; nevertheless, the Dutch fleet pursued its course to Rasocalmo. Reports, contradictory in themselves, and of very uncertain truth, met him as he sailed along, that a fleet of thirty or forty sail had been seen, and amongst them fourteen very large ships; but it was not until the 7th January that De Ruyter came up with them, and made them out to be the fleet of France, under Le Sieur Du Quesne. He immediately put himself in order of battle, although the French numbered twenty-four ships of war against his eighteen, which were also much larger than his own. The action that now ensued took place on the 8th January, amid the Lipari islands, between Stromboli and Salino. The Marquis d'Humieres and Admiral De Gabaret assisted Du Quesne, and Rear-Admiral Vershon and Vice-Admiral De Haan supported De Ruyter. It was remarked by those who witnessed the engagement that both sides came into order in the most perfect manner possible, and opened fire simultaneously at ten at morn of the 8th. De Ruyter describes the combat that ensued as the roughest he had ever witnessed. The fire continued incessantly for three hours, when Du Quesne ordered De Tourville to direct

Action  
with Du  
Quesne.

a fire-ship to bear down on the Admiral-General; but this was speedily dismasted by De Ruyter's cannon, and a second and a third had no better fortune. 1676.  
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The French Admiral, therefore, seeing that he could do nothing against the flag-ship, thought to cut off the Admiral-General from Vice-Admiral De Haan, and ordered De Tourville, with Gabaret, to conduct four ships in the space between them; but in the combat that ensued one of these four ships was sunk; and the fight ended on both sides at nightfall. Vice-Admiral Vershon was killed on the side of the Dutch, but, singular to relate, no other officer whatever received the slightest wound. In the flag-ship were seven of the crew killed and thirty wounded; but no list of the casualties of the fleet in this action has been preserved. The "Ast" Dutch line-of-battle ship received so bad a wound between wind and water that the Spanish galleys were ordered to tow her into Palermo, but she sunk before she could reach that port. On the day following the action the Spanish Admiral, the Prince de Montesarchio, who had just come in from Palermo, wrote in the true Spanish-Don spirit to inquire "what advice De Ruyter would give him for the squadron under his command; his own opinion being to follow the French before they could enter Messina, and oblige them to continue at sea." The Admiral-General immediately wrote on the back of the letter, that "he quite approves of what D'Avola suggests, which cannot fail to be suitable to the service of His Catholic Majesty."

On the 11th a squadron of twelve large ships, besides frigates, joined the French fleet; and De Ruyter, considering the danger of such a reinforcement of the enemy, took the opinion of a Council of War, held on the 12th, which, seeing that the French fleet numbered forty ships of war and the Dutch only twelve, with five frigates, decided on retiring to the harbour of Melazzo in concert with the Spanish squadron; where, accord-

1676. ingly, both fleets anchored on the 18th January. It  
 — appears that after the battle of the 8th the French  
 fleet, most unaccountably, made the entire circuit of  
 the island of Sicily, and on the 21st anchored at  
 Messina. As De Ruyter had received no instructions  
 from home as to the direction of this service, he  
 apprised the Spanish Viceroy and Admiral of his  
 intention to return to Holland; against which they  
 so loudly protested that De Ruyter determined  
 to stop at Naples, where he anchored on the 11th  
 February. Here he received his letters, and, in con-  
 sequence of the communication made by the Stadt-  
 holder, and the representations of the Spanish Viceroy  
 that he should be joined by a Spanish fleet, the  
 Admiral-General returned on the 19th to Palermo,  
 where he gave orders that all his ships should receive  
 orders to join his flag.

De Ruyter  
 resolves to  
 return to  
 Holland,  
 but  
 receives  
 letters  
 from  
 home.

On 23rd February De Ruyter, with a fleet of fourteen  
 sail, anchored in the Bay of Palermo. His flag-ship,  
 however, made so much water on the voyage that he  
 was obliged to careen her behind the Mole to examine  
 her bottom, and this occupied all the time till the 14th  
 March, when he removed into the bay, where he was  
 joined by Vice-Admiral Don Francisco de la Cerda with  
 ten sail, and both fleets took their course to Melazzo.  
 De Ruyter kept his 70th birthday on the 24th; on  
 which day he received a summons from the Marquis  
 de Vagona to repair to the Faro, where an army was  
 assembling near Ibisio, to make a concentrated attack  
 on Messina. The Admiral-General dropped anchor off  
 the Calabrian shore on the 27th; but, on reconnoitring  
 the port, he saw clearly that the current down the  
 Faro would severely incommode any attempt he could  
 make upon Messina by water. Nevertheless the  
 Viceroy urged the attempt, and De Ruyter would  
 have done so, but that, on the 29th, the Spaniards had  
 encountered a severe defeat on land, near the Con-  
 vent of San Salvador, in which the Count de Buequoi

Defeat  
 of the  
 Spaniards  
 on land.

was killed. In consequence of this success, the French fleet came out from the port of Messina, and ranged themselves outside under the fire of the castles. De Ruyter immediately set his sails to tempt his adversaries out to sea, but De Tourville would not accept the challenge, and, accordingly, the confederate fleets sailed down the Faro, and cruized to the southward, opposite La Scaletta, till 1st April, when bad weather obliged them to run for the protection of the bay of St. John, on the Calabrian coast. Here they had leisure to consider what could be done against the enemy. It was the judgment of the Admiral-General, that it was not possible to attack the port of Messina on account of the dangerous currents in the Straits, and an expedition was suggested against Augusta, near Syracuse; accordingly, the Dutch fleet entered that bay on the 20th. Here De Ruyter received intelligence from De Vagona that the French fleet was at sea, and it was reported they had been seen off Catania. The Admiral-General, accordingly, advised that the confederate fleet should go at once to meet the enemy, and, with this view, left Augusta on the 21st; and he had scarcely quitted port when he sighted them on the northern horizon at sunrise on the 22nd.

As soon, therefore, as they came under observation it was found that the French fleet had thirty ships of war, three frigates, and several fire-ships; while the Spanish and Dutch fleets united could only show seventeen ships of war, and about a dozen smaller sail, including four fire-ships. Moreover, De Ruyter's intelligencers had apprised him that, during the time the French fleet had rested at Messina, the greatest exertions had been made to equip their vessels with ammunition and every requisite, so that their ships were thought to be in excellent trim, mounting 2172 guns, with a force of 10,665 men; whereas the Dutch fleet had only 852 cannon and 4500 sailors. The Spanish fleet, perhaps, numbered ten sail more;

1676. but, by their own confession, they were all badly  
 — found; their flag-ship, indeed, “Nuestra Señora del  
 Pilar,” was a fine ship of war, with a crew of 740, and  
 70 guns, but the rest were scarcely able to be kept  
 afloat, much less to fight.

De Ruyter Both fleets at sight of each other bore down, the  
 again one upon the other, but at noon there fell a great calm,  
 encounters so that it appeared unlikely that they could engage,  
 Du Quesne. notwithstanding all the skill and appliances of sail.  
 Nevertheless, about four o’clock on the 22nd, the allies  
 got into something of a line, and De Ruyter came  
 first into fire with the French flag-ship of General  
 d’Almeras, and kept it up so incessantly, as did all the  
 most advanced of the war-ships, that it was said that  
 Mount Etna, who looked on, would become jealous of  
 these *ignes minores*. Don Francisco de la Cerda, how-  
 ever, with the Spanish ships, kept so much aloof that  
 the Admiral-General was obliged to urge them to  
 closer combat, for Vice-Admiral Haan, in his endeavour  
 to support them, was necessitated to leave such a  
 gap between the Dutch squadrons that there was  
 great apprehension that the French Admiral would  
 divide his entire fleet into three separate parts, and  
 force some of his ships between them. With the  
 usual bravado of the Don, the only reply was, “If  
 God’s power could be wielded by his sword, he would  
 be soon up with the Admiral.” The flag-ships of De  
 De Ruyter wounded. Ruyter and D’Almeras had not been engaged above half  
 an hour when, as the Admiral-General stood upon the  
 lofty poop of the flag-ship, watching the progress of  
 the action and giving his orders, a cannon-shot struck  
 both his legs, carrying off the front part of his left  
 foot, and breaking the right leg bone just above the  
 ankle. The violence of the blow threw him down to  
 the deck, a height of seven or eight feet (for the ship’s  
 stern of those days was an elevated stage), and he  
 fell flat upon his head, on which he received an ugly  
 wound. His Flag-captain Kallemburg knew his chief

better than to turn aside from his duty, even to go to his assistance; and, crying out, "Courage, my brave men, and so shall we have the victory!" he went forward at once to direct the engagement with so much spirit that the crew did not know that the Admiral-General was wounded; and with so much effect did the flag-captain fight the flag-ship that the French Admiral, D'Almeras, was also killed, and the Spanish Admiral coming up at the moment, as good as his word, the battle was maintained into the night and continued even by the light of the moon. De Haan contended bravely with the squadron of Gabaret. At nightfall, however, Du Quesne resolved to return with the French fleet to the Faro; while De Ruyter, on learning this, was still able to direct that the allied fleets should make for Syracuse. Here the Admiral-General immediately wrote his despatches to the Prince of Orange and the King of Spain, while his wounds were fresh; they are still extant under his own signature, dated respectively the 26th and 28th, and the last, to the Spanish King Charles, was answered by a grant of the title of Duke, and of an estate in Italy of the value of 2000 ducats of rent—which royal concession, however, never brightened the eyes of the hero, to whom we will now turn our attention <sup>1</sup>.

1676.  
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Bravery  
of Captain  
Kallen-  
burg.

Du Quesne  
returns to  
Faro.

At first there was reasonable hope that De Ruyter might recover, as the wounds were not accompanied by fever; but on the fifth day this was superinduced in the right leg, and could never afterwards be kept down; and he died between nine and ten at night on the 29th April, in the presence of all the principal officers of the fleet. His body was immediately embalmed, and kept ready to be transmitted to Holland by the first opportunity. The bowels were necessarily re-

Death of  
De Ruyter.

<sup>1</sup> When some person was congratulating Louis XIV. upon De Ruyter's death, telling him that he had now got rid of a most dangerous enemy, he replied, "Every one should grieve at the death of so great a man."

1676. moved, and a request made to the Ecclesiastical authorities of Syracuse that it might be permitted that they should be interred with honour in one of their churches; but with rather a ridiculous judgment—which every one in these days will lament and condemn—they replied that as the bowels constituted a part of the living body, which was that of one who was not of the communion of the Church of Rome, they could not be buried in holy ground without the permission of the Pope. The magistrates of the city, nevertheless, with astonishing boldness and liberality for the seventeenth century, offered to find a burial-place for them.

Vice-Admiral De Haan succeeded to the charge of the fleet; and, having hoisted his flag on the flag-ship, the “Seven Provinces,” ordered the body of the Admiral-General to be transported on board the “Concord,” and quitted Syracuse on 6th May, taking his course to Palermo along the southern shores of Sicily, so that it was the 15th before the fleet cast anchor in the Bay of Palermo. Du Quesne, on hearing this intelligence at Messina, went to sea with a large fleet, and on the 28th formed a line before the bay; where, on the 2nd, the French fell upon the confederate fleets with all their fire-ships. The flag-ship of Don Diego d’Ibdaea, the “Nuestra Señora del Pilar” (for De la Cerda had been superseded, but served still as a volunteer), was the first to be set on fire, and was burned to the water’s edge—both the Spanish Admirals meeting death in the flames of their ships with the greatest resolution. The “Concord,” with De Ruyter’s body on board, was nearly consumed, but his sacred remains were saved by the exertions of all the fleet. In the battle Admiral de Haan had his head carried off by a cannon-ball, and Middellsendt, the second in command, only escaped from the fire by jumping into the sea, where he was drowned. Complaints were very justly made by the Dutch that the Spanish batteries did not open a single gun upon the assailants

Du Quesne  
attacks the  
Dutch and  
Spanish  
fleets.

Great  
losses of  
the Dutch  
and  
Spanish.



during this work of destruction; nevertheless, their exertions hindered the French fleet from attempting to force an entrance with their ships, and, therefore, when the French Admiral had used up all his fire-ships he carried his fleet back to Messina; while Kallemburg took the command of all the Dutch ships that remained with the rank of Admiral. The shattered state of the fleet, and the frequent changes of late in its Commanding-Admirals, rendered it necessary to await orders from home before going again to sea, and the Chaplain of the flag-ship was put on the Italian shore to make the best of his way by land to Holland, which, with all his exertions, he did not reach till the 27th June. In the meantime Admiral Kallemburg took advantage of a propitious moment to quit Palermo, and, on the 20th August, anchored with his sacred charge in the Bay of Naples. Here on the 4th September Rear-Admiral Van Almonde arrived, accompanied by the Chaplain, having made their journey overland, bearing instructions to carry the fleet to Holland. He hoisted his flag on board the "Concord," which reached the Dutch coast on the 10th December.

1676.

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The Dutch  
fleet re-  
turns to  
Holland.

Immediately on the receipt of the sad intelligence of the death of the Admiral-General, the States-General had resolved that the body should, whenever it might arrive, be honourably interred at Amsterdam at the public expense, and that a marble monument should be erected in honour of his signal exploits in war. Owing to the severity of the frost, however, it was impossible to carry the body into Helvoetsluys till the 1st February, 1677, but on the 4th, the body was removed to the state barge of the Admiralty, covered with black cloth and naval flags, under salvos of artillery from all the vessels in the port, as well as from the twenty guns of the "Concord;" however, owing to the weather, it was the 16th before the body of the Admiral could find its domicile once more in his

Funeral of  
De Ruyter.

1677.

1677. own house at Amsterdam. Arrangements were forthwith made for as noble a funeral as could be prepared; and on Thursday, 18th March, the remains of Adriansz Michel de Ruyter, Duke, Chevalier, and Lieutenant-Admiral-General of Holland and East Friesland, found its last resting-place in the vault below the choir of the New Church at Amsterdam. A mural monument by Robert Verhulst has been erected in the church under which the body of De Ruyter lies buried. It represents the Admiral-General reposing under the protection of Tritons. The States-General, in their vote, limited the sculptor not to exceed 10,000 livres in the execution of the monument; so that, like Dr. Primrose's family picture, the artist was obliged to put in as many ('oranges') banners, coats-of-arms, &c., as he could for the money.

Piety and  
humility of  
De Ruyter

De Ruyter was of an extraordinary simplicity of character, which had not been in the least affected by his great prosperity in life. Whenever flattered he would remind the speaker that he feared to be abandoned by God, as Herod Agrippa was, if he took to himself such praises; "I desire," he would say, "to be neither praised nor ever named, if I can but satisfy my conscience in the execution of the orders I receive; for it is not I, but the gift of God that is by me, that makes me to succeed in any thing." A deep sense of piety pervaded every action of his life, so that when he was reminded of his wife and child in his last agonies, he replied, "They would overwhelm me if I saw them with bitter tears over my sufferings; but I am at the post of duty to which God has called me, and if He be now pleased to call me out of the world I look to be rejoined to them hereafter, in joy and everlasting felicity." The metaphor of waters so familiar in the Psalms were constantly recurring to his memory, and he would exclaim, "Deep calleth unto deep at the voice of Thy waterspouts; all Thy waves and Thy billows are gone over me." His character has been

thus summed up by an English biographer:—"In 1677. a word, De Ruyter was the most upright man; the most devout and pious Christian; the bravest, wisest, and most experienced leader; so good and patriotic a citizen of his country, that it is with justice he is regarded by all posterity as the ornament of his age, a great naval hero, and a most redoubtable warrior."

In person he was of middle stature, of a thick-set and rather ordinary figure; but he was of a strong constitution, rather preferring salt meat to fresh, and, without any difference to his digestion, thriving on it; he was equal to any amount of work. He was of a sanguine complexion, which heightened in colour as he became weather-beaten. His eyes were brown, and had much fire in them; he rarely lost his temper, yet he could be most severe at times; as he proved towards one who, in his presence, spoke disrespectfully of some of the sovereigns he had served; when, having warned him that he would not suffer such language in his presence, and being disobeyed, he seized the offender by the collar and threw him into the sea! It is not unusual for successful men to be popular with their followers, but there was a quiet good sense and rough condescension about the Admiral-General that brought the sailors to love him, and he was called, commonly, "kind old father." In council he was generally calm, but somewhat impatient at the quantity of work which his high commands imposed upon him, so that he would say, "I was a happier man when I was earning sixpence a day in the rope-walk, and had time to myself." He was, however, always cheerful in society, sharing in the railleries and jokes of his associates, whether they were above or below him; and, without any loss of respect, he was quite at his ease with all men and women, great or small.

I confess to my inability to show, with any correctness, the naval abilities of De Ruyter, nor to dis-

His personal appearance.

1677. criminate in what degree they were to be measured by the maritime skill of his great predecessor, Martin Tromp. We have seen in the biography of that distinguished Admiral that his tactics were to introduce line-fighting in supercession of the single combat of single ships which had prevailed to his time. It appears to me that maritime war had again become monotonous in its result, for we see that De Ruyter followed the same course of battle in every action he fought. He always divided his fleet into three squadrons, which were respectively commanded by three Lieutenant-Admirals, of which he took himself the supreme command from his flag-ship in the midst of the centre squadron; while the other two, on whatever tack they sailed, were regarded as Advance or Rearguard.

Naval  
tactics  
in De  
Ruyter's  
time con-  
fined to  
fighting  
in three  
squadrons.

But, as his enemies appear to have always adopted the same divisions, the battle degenerated into three distinct single conflicts, which cannonaded each other for hours together<sup>1</sup>. The only novelty in his engagements was the more frequent use of fire-ships, which did the greatest mischief that was accomplished in his days; for it was of very uncommon occurrence to attempt to carry an antagonist by boarding, although it was occasionally attempted. The peculiar quality of our Admiral-General was a dogged resolution to go to sea and meet his enemy, without any regard to disproportionate force, and to hammer away with all his might till darkness made it necessary to take breath. Generally the conclusion was the same; one or other combatant withdrew to their havens, and both sides claimed laurels with nearly equal reason. The nearest approach to victory made by De Ruyter was what is termed, in

<sup>1</sup> The division of the fleet into squadrons, red, white, and blue, has been continued in our own fleets to our own times; but this distinction of squadrons has, I believe, been very recently abolished in the British fleet.

the inscription on his monument, the “*Quatriduana pugna*,” when it was undoubtedly true that he thwarted the attempt of England and France to effect a landing on his country’s shore. The Dutch Admiral-General must have been infinitely a better seaman from his bringing up than either of the commanding Admirals who at any time opposed him. The Dukes of York and Albemarle, Prince Rupert, and Count D’Estrées had not been in situations to have much studied the winds, and currents, and soundings of the ocean; and, therefore, we never read of much strategy in the movements and manœuvring of their fleets. Such experiences were, to the last, greatly to the favour of the Dutch Admiral-General, who had been nearly sixty years at sea, had served in five distinct wars, in more than forty engagements, and in fifteen pitched battles <sup>1</sup>.

1677.

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<sup>1</sup> *La Vie de Michel de Ruyter*, traduite du Hollandais de Gérard Brandt; *The Life of Admiral de Ruyter*, printed at London, 1677; *Vie de Michel Ruiter*, par Richer, 1783; Lediard’s *Naval History of England*; Hennequin, *Biographie Maritime*, Paris, 1838; *Biographical Dictionaries and General History; Drame Maritimes*, par Eugène Sue.

# EDWARD MONTAGU, EARL OF SANDWICH.

AN ENGLISH ADMIRAL.

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Born 1625. Died 1672.

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1625. **THIS** distinguished Admiral, General, and Statesman was the only surviving son of Sir Sidney Montagu, younger son of Edward Lord Montagu, of Boughton, and was born in 1625. His father, Sir Sidney, and his kinsman, the eldest son of the peer, are both named by Clarendon as acting in favour of the King; and it is said that every exertion was made to restrain Edward within the same limits, but, having married young Jemima Crewe, he found himself in a family of contrary principles, and was persuaded, when he was little more than twenty years of age, to raise a regiment, and to carry it to the army of Fairfax, which had been just new-modelled, and in which he was given the rank of Colonel. He served under that leader in the battles of Marston Moor and Naseby.

Serves  
under  
Fairfax.

During the contest he acquitted himself with great courage at the storming of Lincoln, the battles of Marston Moor and Naseby, and on other occasions, before he had arrived at his twentieth year, "with the reputation of a very stout and sober young man;" and he was persuaded to take a command in the army when it was new modelled under Fairfax; in consequence of which conduct he was taken notice of by Cromwell, who trusted him with his nearest confidence. He sat in his third Parliament for the county of Huntingdon, and was given a seat in his Board of Treasury. 1645.  
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In 1656 he was joined by the Protector in the commission of Admiral of the fleet with Blake, and went to sea with him in the expedition into the Mediterranean. Colonel Montagu was now in his thirtieth year, and, consequently, he was too far advanced in life to learn practical seamanship (for which Collingwood deemed the age of nineteen "far too late"); but the military discipline of the school of Cromwell, in which both Montagu and Monk had imbibed the principles of command, was very much in advance of what existed afloat at that time, either under English or Dutch Admirals, for, as late as De Ruyter and Cloudesley Shovel, they rarely fought a battle without shooting one or two captains of ships for disobedience. The well-proved valour of our gallant tars has always required the firmest hand to maintain discipline until called upon to lead their naval heroism into action. Montagu was second in command under Blake in the consort expedition of Penn and Venables, 1657; and when Blake's health obliged him to return home Montagu became General of the fleet, the object of which was to watch the expected arrival of the Spanish West India fleet; and on this first essay of serving at sea he had the good fortune to engage and scatter the enemy's galleons, and to capture the Admiral. Whitelock relates, that on this occasion the Spanish flag-ship and another were run ashore and sunk, two burned, and 1657.  
Succeeds Blake as General of the fleet; and makes some rich prizes.

1657. one taken, in which there were two millions of silver,  
— and it was believed there had been as much destroyed  
with the Admiral's ship, so that the poet sung—

“With these returns victorious Montagu,  
With laurels in his hand and half Peru.”

WALLER.

Montagu  
sent with  
the fleet  
to Den-  
mark by  
Cromwell.

One of the last acts of the Protector had been to nominate Montagu to the command of a fleet in the Sound; but Admiral Lawson was at the time the Admiral of the fleet of the Commonwealth, and as he was known to be an outrageous Anabaptist, the Presbyterian party desired to eclipse him, and therefore let Montagu depart for the Baltic. Here it was thought by those about the King that he might be tampered with, after the fall of Richard Cromwell, so as to get his fleet to declare for Charles II. because he was suspected; and, accordingly, the Parliament provided him with a colleague, in Algernon Sidney, that might keep him straight. Desirous, however, to return to England, Montagu caused it to be represented to the King of Denmark that “he should not be able to stay any longer at Copenhagen for the want of victual,” and, without further notice, or taking any leave, he carried off his fleet under sail; but when he arrived near the coast he heard that the King's designs had failed by the overthrow of Sir George Booth, who had compromised himself and been sent to prison. On landing he learned that his colleague, Algernon Sidney, had been before him, and had laid a charge against him in the Parliament. He, therefore, set out immediately, and, taking his seat in that assembly, defended his conduct so ably and with so much plausibility that he escaped scot-free in his person, although he was dismissed from his command.

Montagu  
dismissed  
from the  
command.

Montagu at once retired to his own house in the country, somewhat “under a cloud,” and, therefore,



“concluded to be inclined to the King,” so that when 1657.  
 Monk had marched to Whitehall the party of the —  
 King exerted their influence to call him forth to resume Is again  
 the command of the fleet, “in which he might take appointed  
 care for good officers and seamen,” and for ships of to com-  
 whose captains he might be sure, and “observe, if not mand the  
 reform, the rest.” He immediately entered into close fleet.  
 communication with Monk, and was conjoined with  
 him as Admiral of the fleet, although it was known  
 that Montagu alone would go to sea. Whilst the  
 fleet was preparing the Admiral “sent privately over  
 to the King for his approbation,” which was speedily  
 conveyed to him. All things being now completed  
 for King Charles’ reception on board, the fleet passed to  
 Scheveling, and communicated direct to His Majesty at  
 the Hague; and the next day the Admiral gave over  
 the command to the Duke of York, who had been  
 created by His Majesty Lord High Admiral. The  
 Duke of Gloucester accompanied the Duke of York on  
 board the “Naseby,” and dined there. Charles II. 1660.  
 came on board Montagu’s flag-ship, and, the same  
 evening, set sail for England.

As soon as the King was landed at Dover the  
 Admiral carried the fleet to the Downs, and, while  
 there, he received a visit from the Garter King-at-  
 Arms, who had been commanded by the King to  
 deliver the blue ribbon to Montagu, who was the first  
 Commoner who had for a great many years received  
 the Garter. A few weeks later the patent was signed,  
 creating him Earl of Sandwich, Viscount Hinchin-  
 brooke, and Baron Montagu of St. Neots. In the  
 following year the new Earl was entrusted with the  
 command of a fleet appointed to bring Queen Catherine  
 of Braganza to be married in England, and to take  
 possession of Tangier, which was part of the bride’s  
 dowry. But the Admiral had high and important  
 duties to perform before his instructions allowed him to  
 receive on board the royal bride. He was ordered to

Montagu  
 created  
 Earl of  
 Sandwich;  
 and sent to  
 Portugal  
 to bring  
 Catherine  
 of Bra-  
 ganza to  
 England.

1661.

—

His  
opportune  
arrival  
relieves  
Lisbon.

proceed to Algiers, where, as ever, there was a necessity of coming to an understanding with the pirates, who had done great mischief to English commerce ; but he found them so well prepared that he was under the necessity of coming away *re infectâ*, although he took possession of Tangier in the name of his Sovereign, and arrived in the Tagus at a most opportune moment. A Spanish army threatened Lisbon, and had begun to besiege a seaport town not far from that capital ; but the terror caused by the arrival of an English fleet caused the Spanish forces to retire with precipitation ; and the bridal Queen of England enjoyed the proud satisfaction that she had greatly assisted to preserve the crown of Portugal to her family. Accordingly, the arrival of Lord Sandwich was celebrated with the greatest manifestations of joy by the whole nation, whose freedom was thus established on the same footing on which it yet stands secure.

Sandwich  
gallantly  
extricates  
the Queen  
Regent  
from a  
great em-  
barrass-  
ment.

The Earl brought with him credentials, as Ambassador Extraordinary from His Britannic Majesty, to conduct the Queen to England, and letters from Charles II., full of tender and endearing expressions. Nothing but fêtes, rejoicings, and illuminations attended His Excellency's reception ; but after a time he had to be made acquainted with the melancholy fact that the expenses of the Spanish war and the public solemnization of the marriage had so embarrassed the finances of the latter kingdom, that the Queen-Regent was unable to fulfil the condition of paying down the half-million of money that was portion of the marriage contract. With the chivalry of a kind-hearted and gallant sailor, Montagu signified that he considered the lady of more value than her dowry, and would take charge of Her Majesty on board with half the money, rather than leave her behind. Accordingly, every thing being now arranged, the Royal Catherine, on 23rd April, went in full state with her mother and her two brothers to the Cathedral, where a high service was performed

to the whole court; the English Ambassador and her 1661.  
 other English attendants being politely requested "to  
 walk in the cloisters" during the performance of mass,  
 after which she ascended the side of the "Royal  
 Charles," 80, and was conducted to her cabin. The  
 fleet, consisted of fourteen men-of-war, but the wind  
 was inauspicious, and it therefore remained in port  
 with their fair charge on board, till the morning of the  
 25th, when it succeeded in getting out to sea. The  
 passage was long and stormy, but Catherine showed  
 herself a brave sailor, and preserved her courage and  
 composure during the entire voyage. On arriving off  
 the Isle of Wight the Duke of York met the fleet  
 with a squadron of five frigates, and on the 13th May  
 the Queen landed at Portsmouth. Lord Sandwich has  
 left this letter to Lord Clarendon on record: "The  
 Queen Catherine, as soon as she came to her lodgings, Queen Catherine  
lands at  
Ports-  
mouth.  
 received the Countess of Suffolk, appointed to be her  
 principal lady, and appointed her other ladies to  
 attend her in the morning to come and put her in  
 that habit they thought would be most pleasing to  
 the king." Unfortunately, however, the Queen was  
 attacked with sore-throat and fever, that confined  
 her to her bed; and it was five days after her arrival  
 that her affianced lord was permitted to seek her;  
 and even on the 19th, when he quitted London,  
 Her Majesty was still in her room, and the Earl  
 of Sandwich, in order to satisfy Charles's impatience  
 to see his wife, had the honour of introducing her to  
 her husband in her bed-chamber. On the day follow-  
 ing she found herself so much amended that she got  
 up; and on the 21st the marriage took place.

When the war broke out, in 1664, Montagu was 1664.  
 given the command of the blue squadron under the Sandwich  
commands  
under the  
Duke of  
York.  
 Duke of York, and he raised his flag on the "Prince,"  
 86, and went to sea with the fleet before the arrival  
 of the Lord High Admiral. On the 1st June the  
 English fleet weighed anchor; but the Dutch fleet,

1664. under the Admiral-General Opdam, had sailed from  
 — Holland on the 13th and 14th of the preceding month,  
 so that it was on the 3rd June, at half-past three in  
 the morning, that they met, when immediately the  
 battle began. The Earl of Sandwich with his squa-  
 dron formed the second line, with thirty-six ships of  
 all kinds. The Duke of York signalled from the flag-  
 ship what he claimed for his share of the battle, say-  
 ing, "He would himself have a bout with Opdam."  
 Sandwich had with him Admiral Sir George Ayseough,  
 with whom, about noon, he broke the centre of the  
 Dutch fleet with his squadron, and threw their whole  
 line into such confusion as greatly contributed to the  
 victory; and, from a distance, he perceived the Dutch  
 flag-ship blow up. Besides Opdam, the Admiral-General  
 of Holland, Lieutenant-Admirals Cortenaer and Stel-  
 lingworf, with Vice-Admiral Schram, were slain on  
 the part of the Dutch. About twenty-four of the  
 ships of the enemy were taken, burnt, and sunk, and  
 2500 prisoners brought home. The Dutch were  
 chased to the mouth of the Texel; when the Duke  
 and Prince Rupert quitted the fleet and returned to  
 Court. To the Earl of Sandwich, Vice-Admiral, was  
 justly given the chief honour of the day, and, if it  
 had been left to him, he would have followed up the  
 victory with so much vigour that the Dutch fleet  
 would have been totally ruined; as it was, he kept to  
 sea with the fleet, and, with the standard borne aboard  
 his flag-ship, took his course, the day after the battle,  
 to Holland; for the Earl had been named, on the  
 declaration of war, Lieutenant-Admiral to the Duke  
 of York, which gave him the rank of Vice-Admiral  
 of England. The States-General, in order to secure  
 their merchantmen homeward bound from Smyrna and  
 the East Indies, sent out to warn them to retire north  
 until a convoy could be despatched to protect them.  
 Sandwich, getting information of this, carried his fleet  
 to the coast of Norway, where, on the 3rd September,

Sandwich  
 defeats the  
 Dutch with  
 great loss,  
 and chases  
 them to the  
 Texel.

he came across the Dutch fleet near Berghen, which 1661  
 had been scattered by a storm, so that with little  
 difficulty he captured four men-of-war, three East  
 Indiamen, and seven merchantmen; after which the  
 Vice-Admiral returned to England with the prizes.

There was so much "envy, hatred, and malice" in  
 all affairs of trust and confidence at the period of the  
 Restoration that we must conclude, from a letter from  
 the Earl of Sandwich to Mr. Pepys, that his lordship  
 was in some measure victimized in the material benefits  
 of this success; for, he writes, "If anybody has taken  
 security from them upon seizure, remand the security  
 in my name, and return their answer. Carry it high;  
 and own nothing of baseness and dishonour, but rather  
 intimate that I shall know who have done me indig-  
 nities."

It remained to settle the command of the fleet for  
 the ensuing year, and the Duke of York's conduct in  
 the battle having been much censured, the King saw it  
 necessary that His Royal Highness should retire from  
 the fleet. The two royal brothers then put their heads  
 together to scheme the command, and, although the  
 Earl of Sandwich was naturally the proper person to  
 take the place of the Duke, they thought this might be  
 turned to the prejudice of the Lord High Admiral, and  
 accordingly they determined that the Earl of Sandwich  
 should not continue in it, and he was named Amba-  
 sador to the Most Catholic King, and Prince Rupert  
 and Monk were instituted joint Generals of the fleet.

The eminent character of Lord Sandwich contri- 1668.  
 buted greatly to the success of his mission; he was Sandwich  
 received with unbounded respect by the Court of sent as Am-  
 Spain, and that of Portugal also placed the most bassador  
 perfect reliance on his firmness, integrity, and abilities. to Spain.  
 He remained in this employment with high honour to  
 himself and to his country for upwards of a year, and  
 having at length settled affairs to the satisfaction of  
 all parties, he returned to England in September, 1668,

1668. and was received by the King and the Duke of York  
— with signal marks of consideration. The Earl was  
now placed at the head of a Board that had been  
recently constituted for the government and regula-  
tion of Trade and Plantations, but on the death of the  
1670. Duke of Albermarle, in 1670, he was very generally  
regarded as the man best fitted for any naval com-  
mand in the event of a war, since he commanded more  
than any living man the confidence and affection of the  
sailors.

1672. On the 17th March King Charles II. published a  
France and England declare war against the United  
Provinces. declaration of war against the United Provinces, and  
on the same day the like was published by Louis XIV.,  
both Sovereigns giving the most false and frivolous  
reasons to justify so flagrant a violation of the peace  
of Europe. The two fleets of England and France  
coalesced about the beginning of May—the first con-  
sisting of 100, and the last of 40, men-of-war—under  
the supreme command of the Duke of York, with the  
Earl of Sandwich and the Count d'Estrées command-  
ing the blue and white squadrons under him.

The Duke of York insults Sandwich. On the 28th May De Ruyter put to sea with a  
formidable fleet, consisting of 91 ships of war and 44  
fire-ships; and the Dutch Admiral-General was assisted  
in his command by Cornelius De Witt, the Pensionary's  
brother, as deputy from the States. The combined  
fleets lay at Solebay, on the east coast of England, in  
a very careless and negligent anchorage, and the Earl  
of Sandwich thought it his duty to bring this to the  
notice of the Lord High Admiral, in order to show the  
great danger they were in of being surprised by the  
Dutch. But His Royal Highness, who was of a high  
and presumptuous carriage, slighted the advice, and  
told the Earl that "he spoke out of fear." The gallant  
Vice-Admiral of England resisted the imputation in-  
dignantly, but it is thought that the charge festered  
in his heart and led him to be more careless of his  
safety in the impending battle than he need to have

been. At break of day of the 7th June the Dutch fleet came in sight of the anchorage of the British fleet, and the sudden appearance of the enemy created very great confusion. Every one repaired to his post with precipitation, but many ships were obliged to cut their cables in order to get ready. Sandwich was first on the alert, and the whole fleet was again visibly indebted to him for its safety. He hastened first out of the bay, when it had been easy for De Ruyter to have sent in his fire-ships and destroyed both fleets, which were much crowded together; but this bold proceeding, followed as he was by all the best ships of the English fleet, gave time to the Duke of York to disengage the ships from their perilous anchorage and get to sea. There was but little time for it, for De Ruyter had began to make the attack vigorously, and at seven or eight o'clock the Dutch flag-ship, red at the main, was seen bearing down upon the Lord High Admiral. The "Seven Provinces" and the "Prince" came together with a fearful crash of artillery, and "a smoke rose up about them as though it had been the smoke of a furnace." John Van Braekel, commanding the "Holland," ran on board the "Royal James," Montagu's flag-ship, although it was not in his opposing squadron, and tried to board it several times, but in vain; and the English Vice-Admiral sunk several fire-ships that were at the same time launched against his vessel. He then encountered Admiral Van Gent in the "Dauphin;" and in the bloody fight that ensued the Dutch Admiral and one of their most distinguished officers were killed. While this contest was at its height Vice-Admiral Sweers came up to the "Royal James," conducting a fire-ship, called "Peace," which succeeded in fixing grapples on the flag-ship, which was already so torn in pieces with shot that the water was rushing into her hold, and there seemed nothing to choose for its commander between being burnt or sunk. In this crisis Sandwich was warned by his

1672.

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Sandwich  
saves the  
fleet.

Gallant  
conduct  
and death  
of Sand-  
wich.

1672. Captain, Sir Edward Haddock, to make his escape from the ship, but he answered, "I see how things are going, but I am resolved to perish with my ship." Placing a handkerchief before his eyes he descended to his cabin and stubbornly embraced his fate. It is believed that the ship went down suddenly without having exploded, because the water had already drowned the magazine<sup>1</sup>.

His  
funeral.

The body of the Earl of Sandwich was not recovered for nearly a fortnight after the battle. On the 10th June it was seen floating on the sea, being known by the star of the Garter embroidered on his coat. Upon notice of this His Majesty, out of princely and affectionate regard to the noble Admiral, gave orders that his body should be brought to London, and receive the rites of burial in a manner due to his great quality and merit. It was laid in the most solemn manner in a sumptuous barge, and brought to Westminster, attended by the King's barges, those of the Lord Mayor, and several of the City Companies, the Duke of York and several of the nobility attending. On passing the Tower the great guns there were all discharged in a general salute, the trumpets and other music mingling their strains with the noise of artillery and of the bells from all the churches. At five it reached the stairs at Westminster, and, being lifted out and landed, was carried in procession to the Abbey Church with the highest magnificence. The son of the brave Admiral, having become Earl of Sandwich, attended as chief mourner, and eight Earls supported the pall when the solemn service of the Church committed the body to interment in the vault, adjoining to where they after-

<sup>1</sup> Burnet says, "He would not leave his ship by a piece of obstinate courage, to which he was provoked by an indecent reflection the Duke made, or an advice he had offered of drawing nearer to the shore and avoiding an engagement, as if in that he took more care of himself than of the King's honour."



wards laid the Duke of Albemarle's coffin, in the north side of Henry VII.'s Chapel. 1672.  
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Horace Walpole says of our Admiral, that "he bore one of the most beautiful characters in history, all parties agreeing that his virtues were equal to his valour and abilities." Clarendon says that he was carried into the party against the King by being married into a family that "trod awry," and by the caresses of Cromwell. He was, without any doubt, a great admirer of Cromwell, and so devoted to his interests that he would have acquiesced in the endeavour to persuade the Protector to assume the crown. In his whole political career there were the strongest inconsistencies, for, having contributed to overturn the throne, he served the Usurper and his son to the last; and yet, for his slow services at the Restoration, he obtained the greatest rewards and honours from the King, while those who had adhered to the royal cause through all its vicissitudes, were neglected and passed over. There cannot, however, be any difference of opinion as to his military career, which evinced on all occasions the utmost courage and skill. Although he adopted the naval service late in his days, yet his innate and high courteous bearing made him so great a favourite with the sailors; that when he devoted himself to certain death by remaining on board his ship, when he might have saved himself, not one of his crew would accept the choice, and all went down with him. We cannot but lament such a devotion of brave and gallant hearts lost to the service of their country. The heroism of antiquity cannot even rival it: but when, as in the example before us, the self-immolation is a consequence of personal attachment, we rest astonished at the extent to which the hearts of the brave can carry their affections <sup>1</sup>.

His  
character.

Devotion  
of his crew.

<sup>1</sup> Clarendon, Burnet, Chalmers, Rapin, Hume, Walpole; Lediard's Naval History of England and Naval Biographies, *passim*, &c.

# ABRAHAM, MARQUIS DU QUESNE,

LIEUTENANT-GÉNÉRAL DES ARMÉES  
NAVALES DE FRANCE.

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Born 1610. Died 1688.

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Du  
Quesne's  
father.

THIS distinguished Admiral owed all the glory of his career under God to himself, for his rude forefathers of the hamlet of Blaguy (near to Eu) in Normandy, were poor Calvinists of no higher occupation than pilots. His father, called by the same name of Abraham, was probably a fisherman, and a pilot, but he had acquired such renown that he was summoned from his mean occupation by no less a person than Queen Christine of Sweden, who, desirous of sending a safe convoy out of the Baltic, engaged him to lead it to France. He was attacked by a Spanish squadron of war on his voyage, and so courageously did he defend his charge that he brought every vessel in safety into a French harbour. The *éclat* of this action brought his name to the knowledge of Louis XIII., who made him

*Capitaine-de-vaisseau.* This took place, in fact, 1600.  
 before his marriage to the daughter of a man of some —  
 substance at Dieppe, where Abraham in consequence  
 established himself; and here the subject of our  
 memoir was born, in 1610, and was brought up there 1610.  
 from his youth in naval pursuits. Birth of  
 Du Quesne.

His father was still at his business of a pilot, which  
 kept him continually passing and re-passing to Sweden;  
 but in one of the engagements to which he was exposed  
 he was mortally wounded, and died at Dunkirk that  
 year. At the siege of Rochelle Du Quesne, although 1628.  
 he was but eighteen years of age, commanded a ship,  
 and gave signal proofs of his ability and courage. In  
 the war of France against the Emperor and Spanish  
 King, in 1635, Louis XIII., being desirous of estab- 1635.  
 lishing a kind of "naval reserve" for the defence of his  
 coast, commissioned M. de Sourdis, Archbishop of  
 Bordeaux, and others, to select some naval officers  
 fit for the service, and young Abraham Du Quesne  
 was amongst those selected for the command of a  
 vessel. Like many a hero of antiquity, young Abra-  
 ham swore an eternal enmity to the Spaniards, who  
 had killed his father. An opportunity soon presented  
 itself. Port-Courlair was given the command of the  
 squadron in which Du Quesne served and evinced great  
 presence of mind and courage in an action with the  
 Spaniards, under Don Roderiguo de Velasco, in which  
 that Admiral was defeated and slain, near Gattari, by  
 the ship commanded by Du Quesne. In 1639 Cardinal 1639.  
 Richelieu sent forth a fleet under the command of  
 the same Archbishop Sourdis who had served the  
 Church Militant at Rochelle, and was thirsting for  
 a new opportunity for military distinction. This  
 prelate was a well known character of the day,  
 and his correspondence with Richelieu remains as a  
 monument of his varied abilities. Du Quesne com-  
 manded a ship under his orders, and was wounded  
 off Corunna, where he evinced his usual bravery in

1641. some dashing inroads into that port from the block-  
 — ading force. Recovered from his wound, Du Quesne,  
 in 1641, served under another fleet which Arch-  
 bishop Sourdis commanded in conjunction with the  
 Count de la Motte-Houdancourt, and blockaded the  
 port of Tarragona. Here they were attacked by the  
 Spanish fleet on the 20th September, and a bloody  
 engagement lasted till darkness separated the com-  
 batants without any result; but in the end the blockade  
 of Tarragona was raised. Du Quesne led the van with  
 his accustomed spirit, and gained increased reputation  
 in this service. Again he was engaged off the same  
 1642. shore in 1642, and wounded at the taking of Perpignan.  
 1643. In 1643 he again served in the French fleet, now com-  
 manded by the Duke de Brezé; and in an affair in  
 August, off Cabo de Gata, he was again wounded.

Du Quesne  
 enters the  
 Swedish  
 service.

Whether his revenge against Spain was satiated  
 or not, he had no further opportunity of sating it, for,  
 as his Protestantism had somewhat hindered his ad-  
 vancement, he now quitted the Naval Service of  
 France and entered that of Sweden. His father's  
 name supplied him with friends as well as esteem in  
 that Kingdom, and he was given the rank of Major-  
 General and Vice-Admiral in the fleet which was pre-  
 paring against Christian IV., King of Denmark. The  
 Danish King had laid siege to Gottenburg by sea and  
 land, and Du Quesne, having command of the sea, fell  
 upon him with so much vigour that he obliged the King  
 to raise the siege, and he followed up his advantage  
 and ravaged the shore of Holstein. When the fleets  
 engaged shortly afterwards Du Quesne made himself  
 master of the Danish flag-ship, after a severe action,  
 in which the Danish Admiral fell; and he was near  
 making the King his prisoner, who had been on board,  
 but, having received a bad wound in the eye at the  
 beginning of the fight, His Majesty had landed.

Du Quesne  
 raises the  
 siege of  
 Gotten-  
 burg.

1647. In 1647 Du Quesne was recalled by Cardinal  
 Mazarin to France, who required a man of his ability

to lead the French Navy against the power of Austria, 1647. the Duke de Brezé, the Admiral of France, having been killed at Orbitello. He now received the rank of *Chef d'Escadron*, and, in conjunction with the Duke of Richelieu, he engaged the Spanish fleet in the Bay of Naples in 1649. He was next sent for to assist the operations of the forces of the Count during the war of La Fronde in the minority of Louis XIV.; and, being at Bordeaux, he is said to have fallen in with an English ship of war, and after a severe fight captured her. The account given by the French historian is circumstantial in every thing but the name of the ship or its commander, and the date; but, as it is not long, I will transcribe it, although I cannot understand why any English ship should have been regarded as an enemy by the French at this period:—"Celui qui la commande fait dire à Du Quesne de baisser pavillon. Il croit avoir affaire à un homme ordinaire, mais il n'est pas longtems à connoître qu'il s'est trompé. Du Quesne répond que le pavillon françois ne sera jamais déshonoré lorsqu'il l'aura à sa garde. 'Le canon,' disoit-il, 'en décidera; et la fierté angloise pourra bien céder aujourd'hui à la valeur françoise.' Le combat commence; les vaisseaux anglois, démâtés et tout criblés, sont forcés de lâcher prise quoique supérieurs en nombre. Du Quesne s'arrête à Brest, songe plutôt à faire radoubes ses vaisseaux, qu'à faire panser les playes qu'il a reçues dans le combat." If any man can make out the fact from this description he is quicker than I pretend to be. It appears to be a cut-and-dried account of any French action that any French captain fought any where; but, as I find it in M. Richter's life of the Admiral, I neither deny nor affirm its truth. What appears altogether independent of this action is the remainder of the paragraph from whence I take it, which relates that Du Quesne hastened to the mouth of the Garonne, defended all entry into that estuary by the Spanish fleet, and enabled Bordeaux to be

—  
Du Quesne recalled, and again enters the French service.

Strange story of Du Quesne's engagement with an English ship.

1647. successfully besieged ; and that Queen Anne of Austria, — in recompense of this service, of which she felt all the importance, gave him “le château et l’isle d’Indres en Bretagne” for a recompense.
1659. The peace of 1659 enabled him to enjoy a little
1672. of land life, for he does not appear to have gone to sea again until 1672, when he commanded the second squadron in the fleet, under the Count d’Estrées, in the naval fight off Solebay, where he was engaged with the Dutch squadron of Evertzen ; but, as is well known, the French fleet sailed away to the south without regarding the battle between the English and Dutch, and in fact took little part in it.
1673. In 1673 he again commanded, under D’Estrées, in the various sea-fights of that year, but in none of the accounts of these fights, either in English or Dutch, is the share taken by the French recorded.
1674. In 1674, the Dutch and English having made peace, Du Quesne was sent into the Mediterranean, and commanded a squadron in the fleet, under the Duke de Vivonne, off the Faro, when they attacked and separated a Spanish fleet under the Marquis de Visco, and took possession of the fortress of Messina ; but on the news of the expected arrival of De Ruyter, with a Dutch fleet to assist the Spaniards in Sicily, Du Quesne sent to Versailles to represent to the King the necessity of reinforcing the French fleet. Louis XIV. acceded to the prayer, and prepared at Toulon an expedition composed of twenty ships of war, six fire-ships, and other sail, laden with ammunition and commissariat supplies, and gave the command of it to Abraham Du Quesne, who was raised to the rank of Lieutenant-Général des Armées Navales de France. Having raised his flag
1675. towards the end of December, 1675, he sighted the Dutch fleet under De Ruyter on the 7th January,
1676. 1676, so placed as to prevent Du Quesne from entering the Faro, and the next day he attacked t off the isle of Lipari. The first action ended indecisively,
- Du Quesne commands a squadron under D’Estrées.
- Du Quesne captures Messina.
- Action off the isle of Lipari.

with the loss of the Dutch Admiral Verschoor killed on one side, and the French officers, De Vallette, De Chaber, Du Gontes, and De Boissier wounded on the other; but Du Quesne, finding himself barred from entering the Faro, resolved to carry the French fleet round the south point of Sicily, and thus ensured the passage of the convoy in safety to Messina. This successful manœuvre so pleased the French King that he wrote the Admiral an autograph letter in his great satisfaction:—

1676.

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Letter of  
Louis XIV.

“Monsieur Du Quesne,

“Je n’ai pas été surpris de ce que vous avez fait pour la gloire de mes armes contre la flotte des ennemis auprès de l’Isle de Lipari. Je n’attendrai pas moins de votre valeur et de votre expérience à la mer. Je suis très-aise seulement de vous assurer que j’en suis pleinement satisfait et que j’en conserverai agréablement le souvenir. Cependant je veux que cette lettre, écrite de ma main, vous en soit un gage, et qu’elle vous répond que vous recevrez des effets de ma bienveillance en toutes les occasions qui se présenteront; et sur ce, je prie Dieu qu’il vous ait, Monsieur Du Quesne, en sa sainte garde.

“À St. Germain, le 26 février, 1676.

“(Signé) LOUIS.”

In the month of March the fleets of Holland and Spain made a junction with the object of attacking that of France, and De Ruyter entered the Faro on the 27th March; but it was the 20th April when Du Quesne put to sea out of Messina and formed in order of battle; the Admiral d’Almeras commanding the advance, and De Tourville and the Marquis de Preulid’Humières in the centre, with De Gabaret bringing up the rear. De Ruyter and De Haan, on the part of the Dutch, and Don Francisco de la Cerda on that of the Spanish, prepared to meet him; and on the 22nd the battle was fought, in which the celebrated Dutch com-

Severe  
battle  
with the  
Dutch; and  
death of  
De Ruyter.

1676. mander was killed. The battle continued to be sufficiently contested even after De Ruyter's death, as may be inferred from the French loss, which included the Marquis d'Almeras, Lieutenant-General, M.M. de Choux, de Boissier, de Bonnefonds, and the Chevaliers de Tambonneau, de Savière, and d'Arennes, who were all killed, while six Captains and many other inferior officers were wounded. But the result, like most of the naval actions of this period, had no such success as denoted a victory, since the French Navy retired to Messina, and the Dutch to Syracuse, in which bay De Ruyter died, on the 29th April, on board his flag-ship.

In consequence of the death of the Dutch Admiral-General, the Vice-Admiral de Haan took the command of the fleet, and carried it to Palermo on the 6th April. The body of De Ruyter was placed on board the ship "Coneord," Captain Kallemburg, and sailed with the fleet under the Admiral's flag half-mast high. In this manner they anchored in the Bay of Palermo on the 15th. The French fleet, having refitted, was also reinforced by six sail, which had been sent out to Admiral Du Quesne, and which reached him at Messina on the 21st. Having obtained correct information as to the position of the Dutch fleet at Palermo, Du Quesne resolved on attempting an enterprise which promised to put the enemy's naval power altogether *hors de combat*. Accordingly, on the 28th, he carried out his fleet to sea, and, directing his course first to Palermo, arrived in sight of the allied fleets anchored in the bay on the 1st June.

No time was allowed the enemy to prepare for their defence, but they appear to have relied altogether on the land defences for their protection; so, on the morning of the 2nd, the Marquis de Preuilli and Tourville, leading in nine ships of war, seven galleys, and five fire-ships, without minding the guns of the

Du Quesne  
attacks the  
Dutch and  
Spanish  
fleets.



castles, directed their course towards the east of the bay, where the Spanish Admiral lay, with the greater portion of his squadron, in his great ship, "Nuestra Señora del Pilar," 70. The sight of the fire-ships so alarmed the Spaniards that they immediately cut their cables, and made for the shore; and in the confusion one of the fire-ships grappled the flag-ship and destroyed it utterly, when the Admiral-General Don Diego d'Ibassa, and the Admiral Don Francisco de la Cerda, both perished in the flames. The "San Antonio de Napoli," 54, the "San Salvador de Flandre," 40, the "San Filippo," 50, together with two Spanish galleys, also caught fire, and were burned with about 1500 men. The Marshal de Vivonne, seeing the success of his Lieutenant, ordered the Chevalier de Tourville to follow into the bay with the rest of the fleet, containing six fire-ships; but the Dutch sailors, more expert than the Spaniards, were able to avoid these dangerous neighbours, until the "Steinberg," 68, caught fire, which carried the danger to two others of the Dutch fleet, who were all three destroyed. The greatest anxiety was entertained lest the "Concord" should become ignited, but by the great exertions of Vice-Admiral Kallemburg this was prevented; but in the *mêlée* Vice-Admiral de Haan was struck by a cannon-ball and killed, when Kallemburg raised his flag as Commodore-Admiral. The French had completely succeeded in their enterprise, and the allied fleet was in no condition for further action. Although De Vivonne had assumed the chief command of the French fleet, Du Quesne was recognized as the master-mind that had obtained the victory, and the object having been successfully effected, the French withdrew again to their harbour of Messina.

Thus matters remained until the end of 1678, when Louis XIV., having made peace with Spain, ordered this fleet to withdraw from Sicily. As soon, therefore, after it arrived at Toulon as was consistent with his

1676.

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Severe  
losses  
of the  
Spaniards  
and Dutch.

1678.

Du Quesne  
compli-  
mented by  
Louis XIV.

1678. duties of Admiral, Du Quesne repaired to Court to kiss the King's hand, when Louis XIV. thus addressed him: "Monsieur Du Quesne, I wish with all my heart I could recompense you for all the brilliant services you have rendered me, but as you are a Protestant I am unable to name you to be a Marshal of France." When the Marquis named this to his wife, Catherine de Bernière, who had abjured Catholicism to marry the gallant Admiral, she exclaimed, with the familiar oath of her husband, "Cent Diables! Oui, Sire, je suis

Louis XIV. Protestant, mais mes services sont Catholiques." Sensible, nevertheless, that such service must be in some measure requited, *Le Grand Monarque* compromised his Catholicism by purchasing for him the estate of Bouchet, near d'Estampes, which he erected into a Marquisate for Du Quesne. As the Admiral left no son, this estate passed by a daughter after his death to the Count de Noailles.

The ambition of Louis XIV., however, contemplated a speedy resumption of war, and therefore he summoned the Marquis Du Quesne and other naval officers to his councils to determine on the best footing to establish the naval service of France. With this view the Admiral, and an able administrator, named M. Renau, gave in an elaborate memoir, which did not quite accord with the best professional opinions, but Du Quesne with much tact came round to it, and gave

1681. it all his energy and support. In May, 1681, the Algerines had expelled a Catholic Missionary who exercised in the port the duties of French Consul, and Louis XIV., desiring to punish this audacity, ordered an expedition to be fitted out at Toulon, of which the Marquis Du Quesne should take the command.

1682. It was the 12th July, 1682, before the squadron sailed—it consisted of 4 ships of war, with 3 fire-ships—which was joined at sea with other squadrons under De Tourville and De L'Hery, so that the Marquis found himself at the head of a fleet of 11

ships of war, 15 galleys, and 5 bomb-vessels of such a size as carried 2 mortars and 4 guns. With this force he, on the 21st, bombarded Algiers, under a murderous fire from the castles on shore, but without much effect on either side. From consideration of weather or other casualties it was the 16th August before he was enabled to make another bombardment. During a calm night the Chevalier de Tourville, in "Le Vigilant," towing in the gun-boat, "La Cruelle," M. de Pointz, went up close under the French on one side, while "Le Vaillant," M. de Beaulieu, in like manner, towed in "La Menaçante," M. de Goiton. Similar attacks were made by the Chevalier de L'Hery in "Le Prudent," with "La Brulante," M. de Scorbiers;" and by M. Forant, in "L'Etoile," with "La Foudroyante," M. de Boislye. The attack was under the direction of the Captain of the bombardment, M. de Camelin, who had been appointed by the King himself to assist the Marquis, as a first-rate artillery officer, but the landsman, utterly without any experience, proved unequal to a duty that was quite new to him, the naval officers fouled their anchors and took up wrong positions, and so mismanaged the bombs that they fell amongst the shipping, and frightened the sailors so much that they jumped into the sea. To prevent these explosions they drowned the shells, which accordingly could no longer explode. Seeing the state of things, De Tourville and De L'Hery took upon themselves to bring back the vessels, and they hastened to report themselves to Du Quesne on board the flag-ship; when it was agreed to apprise the Minister of Marine that they considered the further progress of the affair impracticable. M. Renau, however, wrote to the Admiral, urging a second trial, on which the Marquis consented to make another attempt on the 30th, and, these blunders being prevented, the success was more complete, and a considerable devastation was effected; so that on the 4th September

1682.

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Ineffectual  
bombard-  
ments.

1682. Le Vacher, the Consul, was sent out by the Dey to learn the conditions on which the French fleet would quit the Port of Algiers. What was the result of this negotiation is not stated, but Du Quesne was satisfied, and carried back his fleet to Toulon. The experiment of bombs on ship-board is said not to have been previously attempted, and that this was the peculiar invention of M. Renau here attempted<sup>1</sup>.

The Algerines were, nevertheless, not sufficiently humbled by the bombardment they had experienced, and continued their depredations on French commerce to so great an extent that the King confided a second expedition in 1683 to the Marquis Du Quesne. A night attack, similar to the one related, took place on the 26th June, but no result was then obtained. In the night of the 27th a second bombardment destroyed the palace and a large extent of the town, and Le Vacher was again sent out to inquire conditions. The Marquis replied, "An absolute release and surrender of every French slave in their possession." When, after many delays, they sent out 142, the Admiral refused to believe that these could be all, and, after the threat of continuing the siege, 126 more were produced on the 30th; and at length 546 French subjects of both sexes were restored to liberty. During the discussion a revolution of some kind occurred in Algiers, in which the Dey was deposed, and a Pirate-Admiral named Mezzo-Morto was proclaimed King. This occasioned

1683. Du Quesne bombards Algiers and obtains the release of the French slaves.

<sup>1</sup> Bernard Renau is a character of considerable estimation in French military history. He was a very captivating little man, who was taken up as a youth by Colbert, and was adopted as a *brother* by the two daughters of the Intendant, the Princess of Carpagne and Madame de Barbançon. Thus adopted by fortune, he ambitioned greatness for a great artilleryist, became a disciple of Vauban, and not only invented shells, but wrote "*La Théorie de la Manœuvre des Vaisseaux.*" Philip V. begged his grandfather Louis XIV. to let him have M. de Renau in the service of Spain, and accordingly he endeavoured to retake Gibraltar, but failed notwithstanding all his ingenuity.

a new bombardment of the unhappy town, which was continued till the 18th, when the Admiral, finding his powder and ball beginning to fail, carried back the fleet to Toulon, bringing with him all the redeemed slaves. The following year, in June, 1684, a deputation arrived to make every submission in their power to the King of France; which Louis XIV. accepted with all the presumption of his character.

In 1684 the Genoese Republic came under the anger of *Le Grand Monarque*, and he fitted out a fleet, which was entrusted to the Marquis Du Quesne and Chevalier De Tourville, which left the port of Toulon on the 5th May. It carried with it M. de Seignelay, the Secretary of Marine; and was composed of fifteen ships of war, twenty galleys, and ten gun-boats, besides fire-ships, all which arrived before Genoa on the 17th May. The negotiations between the Minister and the Senate not having had a good result, the guns were opened from the town upon the fleet, and Du Quesne ordered the bombs to be launched upon the city. This continued for seven days, when there was a respite; during which M. de Seignelay reopened negotiations, and sent M. de Bonrepos, under a flag of truce, on shore: and on his return, the marines were landed from the vessels at S. P. d'Arena, to the number of 3800 men, each man carrying with him provision for three days, and the Duke de Montemart was given the command of the force, having De Tourville and De L'Hesly to serve under him; while Le Chevalier de Noailles, with ten galleys, accompanied the march by sea. The Admiral, having continued to bombard till the 28th, went to sea, leaving the land expedition to carry out M. de Seignelay's object.

The Genoese command was the last at which the Marquis Du Quesne assisted. He had attained the age of seventy-five, and was glad to seek the repose of his family in Paris, where he died on the 2nd February, 1688.

1688. It is exceedingly difficult, with the utmost desire to be impartial and to extend justice to the character of my Warriors, whether home or foreign, to estimate properly the character of a French hero. The national records pitch their pipe equally to all of their compatriots in the highest key. Every warrior of their nation, whether ancestral or contemporaneous, is "Grand." Accordingly, M. Richter gives us the "Vie du Marquis Du Quesne, dit Le Grand Du Quesne." But it would be difficult to understand how the gallant Admiral merited this high distinction. It does not appear, even from his own biographer's account, that he captured more than one or two single ships in the whole of his service, although he was several times severely wounded in actions with the enemy. His naval actions were all gunnery, and not one of them was a decisive one. Yet he was by no means deficient in any of the best qualities of a naval officer, and had had a very long experience of active service. So that it was with great justice that Louis XIV. addressed him, saying, "Monsieur Du Quesne, un homme qui a servi aussi longtemps et aussi utilement que vous doit se reposer. Ceux qui vont commander dans la Marine suivront vos leçons et vos exemples: ce sera encore vous qui conduirez mes flottes."

Du Quesne is presumptuously compared with De Ruyter by his biographer. M. Richter renders what he calls "Parallèle du grand Du Quesne et du célèbre Ruiter," but this only turns out to be that they were both born in the fisherman grade of society, and were brought up by fathers of the same condition, and that both served against the Algerine corsairs, but this certainly does not justify this conclusion very jauntily arrived at: "Plusieurs historiens assurent que Ruiter est le plus grand homme de mer qui ait paru, mais Du Quesne fut son vainqueur." De Ruyter was in truth the greatest man of his age, but history denies that he was ever conquered by Du Quesne; and to institute any comparison between the two is to compare a lamp with a candle.

In person Admiral Du Quesne was a spare, thin man, but of good height and healthy air. He was of a very ruddy countenance, which set off his white moustache and hair with a singular character, so that with his bold daring air he obtained the sobriquet of "Cent Diables." He conducted his very difficult professional career with a steadiness of principle that compares advantageously with his contemporary, Marshal Turenne. Like that great man he was born a Protestant, and resisted all the unworthy attempts that were made by his King to induce him to change his religion for the sake of his interests. His messmates, MM. du Tourville and d'Estrées, were elevated to the rank of Marshals of France, but Du Quesne never attained higher rank than Lieutenant-Général des Armées Navales. On this subject the Admiral had an audience of Louis XIV. at Versailles, when the King told him, "Vous êtes Protestant, et vous savez mes intentions là-dessus." To which Du Quesne boldly answered, "True, Sire, I am Protestant, but I always regarded my services as being Catholic."

The Marquis du Quesne died at Paris in his seventy-eighth year; but even in his death he was proscribed in respect to his religion. He was refused burial in France, and his son was obliged to carry his corpse to Aubonne, in the Protestant State of Berne, where it was committed to the ground with decency, respect, and honour. It is to be hoped that we have in these days attained to a proper estimate of the folly as well as the discredit of this war against the dead. Du Quesne has now been in his grave nearly 200 years, and how very small the "Grande Monarque" appears in comparison with his great subject. What Sovereign would now-a-days dare to act in a manner recognized by the age to be as ridiculous as it is unchristian<sup>1</sup>?

<sup>1</sup> Vie du Marquis du Quesne, par Richter; Vie de Ruyter, par Brandt; Drame Maritimes, par Eugène Sue; Biographie Universelle.

# CORNELIS TROMP, OR VAN TROMP.

ADMIRAL-GENERAL OF HOLLAND.

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Born 1629. Died 1691.

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1629. THIS distinguished sea-officer was the eldest son of his more distinguished father, whom his countrymen described on his tomb as the "Thunderbolt of War." To avoid the confusion incident to two leaders of the same name, in the same age, I have distinguished the son by the popular error of the name of Van Tromp. Tromp the father had three sons, of whom Cornelis was the eldest, who was altogether a child of the sea, for his father never went on shipboard after he was able to stand on his legs that he did not take him out to sea with him. He was already in command of a ship before he lost his father, and in 1650 was in action, under Admiral Van Galen, against the Barbary corsairs. In 1652 he had a command under the same Admiral, whom he accompanied to the Medi-



terranean. Here, on the 6th September, he attacked 1652.  
 the Levant fleet of the English, between Elba and —  
 Monte Christo. Van Tromp's vessel suffered so much Action  
 in the action that he removed from it to the com- with the  
 mand of the "Phoenix," which Van Galen had cap- English.  
 tured in the fight, and had carried into the neutral  
 port of Leghorn, whither also the English squadron  
 proceeded; whose Commodore (Appleton) resolved to  
 recapture the "Phoenix," and, with this view, at the Gallant  
 dead of night of the 26th November he sent Captain conduct  
 Cox with three boats manned with resolute seamen, of the  
 who, with considerable address, seized an opportunity English.  
 of boarding the vessel; which took Tromp by surprise,  
 when, finding himself unable to cope with the enemy,  
 he and his crew took to their boats or jumped into the  
 sea, and abandoned the "Phoenix" to Captain Cox,  
 who, as soon as he regained possession, at once put to  
 sea, with a fresh crew on board, and carried her off in  
 the sight of the Dutch fleet, who could not follow her  
 in consequence of her superior sailing qualities.

There were two English squadrons at this time in  
 the Mediterranean, the one commanded by Commodore  
 Appleton, and the other by Commodore Bodley. The  
 former had been engaged near the port of Leghorn with  
 Van Galen, in the affair just described, and still re-  
 mained lying close to the Dutch squadron; the other  
 was cruizing off Porto-Longone in Elba, with eight  
 ships of war and a fire-ship. The Grand Duke of  
 Tuscany, offended at the violence of Appleton towards  
 his Dutch allies, ordered him either to restore the  
 "Phoenix" or leave the port with his squadron. To  
 depart, however, was not wholly without danger, for  
 Van Galen, with sixteen men-of-war, lay ready to  
 intercept the squadron. An order was immediately 1653.  
 sent to Bodley to bring up his squadron, which Defeat  
 tion was effected on the 14th March, 1653. An of the  
 action ensued, not very clearly narrated, in which the English.  
 Dutch blew up the "Bonaventure," 44. Van Tromp,

1653. commanding the "Moon," attacked the "Samson,"  
— 36, which he sunk; and the flag-ship of Appleton,  
the "Leopard," 52, was captured. The "Levant  
Merchant," 28, and the "Pilgrim," 30, had a better  
fortune. But the Dutch lost their Admiral Van  
Galen, whose right leg was carried off by a cannon-  
shot at the first encounter, and he died a week after  
the action had terminated, on the 23rd March. Van  
Tromp had an opportunity now afforded him of  
evincing his nautical talents, as he was now pro-  
moted to the rank of Rear-Admiral of the Amsterdam  
Admiralty; and he appears to have continued in the  
command of the fleet of the United Provinces in the  
Mediterranean until the peace concluded between  
1654. Holland and England, on the 15th April, 1654, not-  
withstanding the lamentable death of his father, the  
brave old Tromp, who was killed in action on the pre-  
vious 10th August, 1653.

A war, however, still continued in the north,  
between Sweden and Poland, and the Dutch Govern-  
ment, in order to protect their commerce in the  
Baltic, sent a fleet to the Sound, the command of  
which was given to Admiral Opdam, with De Ruyter  
and Tromp under him, who landed at Copenhagen  
1656. on the 9th June, 1656. Here they rendezvoused a  
considerable fleet, consisting of forty-two sail, which  
appeared before the port of Dantzick in July, at that  
time blockaded by the Swedes, who immediately  
lifted the blockade, and sailed away. A treaty of  
peace between the States and the belligerents was,  
however, concluded at Elbing in September, and in con-  
sequence Opdam was recalled to Holland with thirty  
ships of war, leaving Van Tromp at Dantzick with  
twelve sail and a land force; but in the following  
October the Rear-Admiral was also recalled, and the  
soldiers were left behind and added to the garrison of  
the fortress.

De Ruyter was at that time very actively and

with great distinction employed both in the Baltic 1663.  
and against the Algerines constantly, and was accom-  
panied by Van Tromp. On the 1st January, 1663,  
however, we read, that the Rear-Admiral reached  
Alicant in command of a squadron of twelve ships  
of war, and after a conference with De Ruyter pro-  
ceeded to Leghorn. Here, on the 18th March, he  
received from De Ruyter the direction to take the  
Mediterranean command, as he was summoned back  
to Holland. At the commencement of 1664 Tromp 1664.  
was constantly chasing the Algerines, whose piratical Tromp  
vessels he captured, and whose slaves he released. chastises  
But the injury that these barbarians occasioned the Dutch the  
commerce had arisen to such a pitch that the States Algerines.  
laid a plan before the Kings of England, France, and  
Spain, to unite in a common expedition to punish and  
destroy these nests of pirates ; but, for various reasons,  
the three Courts were indisposed to listen to the propo-  
sition. Accordingly, Holland determined on taking the  
matter in hand by herself, and De Ruyter accordingly  
was despatched with a fleet, which reached Algiers  
on the 19th June ; and, after bringing the Regency of  
Algiers to terms, proceeded on the first days of October  
to coast the African shores where the English had  
committed hostilities. I cannot find that Van Tromp  
either joined De Ruyter while in the Mediterranean, or  
went with him on his African expedition, and there-  
fore suppose that he retained his command towards  
the Levant and Black Sea until he was recalled home  
on the declaration of the war against England in  
1665. At this time the States made a promotion 1665.  
among their sea-officers, and Van Tromp was included  
in the number of Vice-Admirals.

The old rivalry between the Dutch and English  
induced both sides to make great exertions to carry on  
the war by sea, and Holland sent forth a fleet of 103  
ships of war, 7 yachts, 12 fire-ships, and 12 galiots,  
mounting 4809 guns, and manned by 11,631 men.

1665. This armament was commanded by Opdam in chief, having Evertz, Cortenaer, Stellingwerf, Van Tromp, and Scham commanding squadrons under him.

About the end of May the contending fleets put to sea. The English, under the command of the Duke of York, brother of the King, was supported by Prince Rupert and the Earl of Sandwich, having Sir John Lawson, Sir John Ayseough, and Sir Christopher Mings, all Vice-Admirals of established reputation. Opdam, Sieur de Wassenaar, commanded the Dutch, assisted by all the Vice-Admirals named above. I proceed to give the full detail of the celebrated battle of Solebay from the Dutch naval historian, Gérard Brandt, but it is necessary to explain that from the difference of style at this period employed in England this battle is dated by them the 3rd June.

Gérard  
Brandt's  
narrative  
of the  
first battle  
of Solebay.

"I now approach the bloody battle of the 14th June, which was so disadvantageous to Holland and her allies. The two fleets met in the North Sea, at about ten leagues N.E. quarter N. from the town of Lowestoff. It has been stated that two days previous to the battle the Dutch had the advantage of the wind without profiting by it, although such a circumstance is deemed of great importance in maritime combats. The fight commenced at daybreak. A great portion of the Dutch officers acquitted themselves of their duty with their accustomed bravery; but there were others who kept in the offing, indulging in a distant idle cannonade. However, about two o'clock p.m. the Dutch flag-ship, 'Concord,' 84, with the Admiral and a crew of 500 men, blew up; but it is not quite certain whether this fatal accident was occasioned by her own people or by the fire of the enemy. The Lieutenant-Admiral Cortenaer, who should have succeeded to the chief command after Opdam, had been previously struck down by one of the first shots fired at five in the morning, when the pilot of his flag-ship, losing his head, allowed the vessel to

drift away as though she had lost her rudder. 1665.  
 These unforeseen calamities, becoming known in the  
 midst of the most fearful storm of powder and shot  
 that had ever been witnessed, occasioned such a terror  
 in the Dutch fleet that, without rhyme or reason, some  
 of the ships sailed away, and the others followed, they  
 knew not why. It was thought extraordinary at the  
 time that the enemy did not sooner profit by these  
 occurrences. Nevertheless, three vessels of the line  
 were caught by a fire-ship at a moment when all were  
 fouled together, and the whole three sunk and perished  
 at one blow. Some of the ships, nevertheless, defended  
 themselves by a vigorous resistance. The English  
 Vice-Admiral, Sir John Lawson, after he had exceeded  
 all he had ever done before, was mortally wounded, as  
 well as Rear-Admiral Samson. Ley, Earl of Marl-  
 borough, serving as a private Captain in the 'Old  
 James,' 70, was killed in the act of retaking the  
 'Montague,' 58, Captain Carlstake, that had struck to  
 the Dutch. Weston, Earl of Portland, in a similar  
 capacity, fell in the bed of honour half an hour before.  
 The Dutch, on their side, besides Admiral Opdam,  
 lost Vice-Admiral Stellingworf, Captain Bankert, and  
 many other officers of distinction. Van Tromp ap-  
 pears to have assumed the command of the retreating  
 fleet, and accompanied the fifty-eight or sixty ships of  
 war, of which it still consisted, to the Vlie; and was  
 followed at a distance by the enemy. The Dutch ships  
 were thus enabled to separate in their courses, some  
 retiring to Wielingen, in the Meuse, and others to the  
 Goree. These were, nevertheless, on their arrival,  
 ill-treated by their own countrymen. Admiral Evertz,  
 on showing himself at the Brille, was recognized as  
 one of the defeated Admirals by the mob, and thrown  
 into the water, in which he would assuredly have been  
 drowned but for the interference of the soldiery. This  
 brave and distinguished officer had, however, no  
 difficulty in justifying himself before the Council

The Dutch  
 fleet  
 retreats.

Rage of the  
 populace.

1665. of War, from whom he received the praise he merited  
 — for his conduct in the action." The Dutch author expresses his astonishment that the Duke of York did not mature his good fortune by a more ardent pursuit, and this was the opinion of England also.

A Council  
 of War  
 condemns  
 several  
 officers who  
 had not  
 done their  
 duty;

The Dutch Council of War was assembled at the Texel, to have brought before it every officer who was accused of misconducting himself. Van Tromp was named President; and it was composed of three Vice-Admirals, three Rear-Admirals, and seven Captains. "In the inquiry they first examined those who had set the example of the retreat; and it was found that some of the ships had neither killed nor wounded among their crews, nor an atom of damage to the hulls and rigging of their ships, nor any appearance of the slightest derangement. After the most searching inquiry three Captains were condemned to be shot, and three others had their swords broken over their heads and declared unworthy of future dignity or employment, and three more lost their commissions. The pilot of Cortenaer's ship, who had behaved so disgracefully, was distinguished by the further infamy of being paraded at the foot of a gibbet before the whole town, with a cord round his neck, and marched off into perpetual banishment, under pain of finding a true halter if he ever ventured to return."

And also  
 rewards  
 those who  
 had dis-  
 tinguished  
 themselves.

On the other hand, the Council was not unsparing in rewards; Captain de Haan who had captured the "Charity" from the English, and had brought it into Dutch waters, received 10,000 livres' reward. Van Tromp was elevated to the rank of Lieutenant-Admiral of the College of the Meuse, in the place of Cortenaer, who had been killed; and it was even mooted whether he should not succeed to the command of the fleet in the place of Opdam; but, first and foremost, he was an Orangeist, and therefore the De Witt party was prejudiced against him. Moreover, it was evident that he was of that class of men who

get into *brouilleries*<sup>1</sup>; for not only on this and on a former occasion, but in a more serious misunderstanding with De Ruyter, later in his career, he got himself by this habit into serious trouble, and was for a time shelved from employment. It was known that he was a man of courage, and that the seamen loved him; and, moreover, his name was a "tower of strength." Ultimately when De Ruyter was despatched on another service he was named to the chief command of the home fleet, but with that fatal gift, the resource of all Republicans, the Admiral was to have three Civilian Deputies associated with his command. Before, however, Van Tromp could do more than give the most active superintendence to the refitting of the fleet and preparing it to go to sea, news arrived on the 6th August that De Ruyter had arrived back at the mouth of the Ems, on his return from his African cruise.

This incident influenced very considerably the future career of our hero. De Ruyter had a name of great renown, and was, moreover, warmly attached by friendship to the Pensionary and the Republican party in the States. No time was lost therefore in giving him the command that had been, as we have seen, so unwillingly conferred on Van Tromp. Accordingly, the States came to this resolution: "It has been judged meet by the States-General that, under the direction of the Deputies and Plenipotentiaries of their High Mightinesses, MM. Huggins, De Witt, and John Boreel, Michel De Ruyter, Lieutenant Admiral of Holland and West Friesland, should command in chief in the expedition about to sail, having under

1665.

—

Tromp appointed to the chief command.

Tromp is superseded in the chief command by De Ruyter.

<sup>1</sup> This word is not translatable in the sense I would employ it here. It is not that Cornelis was quarrelsome, nor was he hot and given to broils, as the word might impute; but he was rather deficient in *tact*, so that in the case before us he was *touchy* upon the opinions of the civilians in regard to the want of success in the fleet, and thus made himself enemies.

1665. him Admiral Evertz, Lieutenant-Admiral Cornelis Tromp, &c. But should it happen by any unforeseen occurrence Lieutenant-Admiral De Ruyter should not be in a condition to exercise this charge, Lieutenant-Admiral Tromp should succeed him in the same quality and enjoy the same prerogatives, and have the same superintendence and direction of the fleet," &c.

Tromp  
refuses to  
serve as  
second in  
command.

This resolution of the Government was signified to the fleet at the Texel by the Deputies, and all promised to conform to their pleasure excepting Van Tromp. He declared that he would not go to sea under another after the chief command had been conferred on himself; and solicited that if it was the pleasure of the States to give the command to De Ruyter that they would discharge him from the charge they continued to repose in him, since he should always act against the grain and not with his accustomed zeal and attachment to the service. He therefore gave this declaration into the hands of the Deputies: "That if, after having had all the care and trouble of preparing the fleet for sea, he was to be made to serve in the chief command under another, he would rather not go to sea at all." On the refusal of Tromp being made known to the States of Holland, they made this declaration to the Government:—

Declaration  
of the  
Deputies.

"Noble, venerable, and prudent Gentlemen,

"We have heard with surprise and displeasure that Lieutenant-Admiral Tromp has taken in bad part that we have selected Lieutenant-Admiral de Ruyter for the chief command of the fleet, so that he refuses to continue his service and to go with it to sea. Nevertheless, we have persuaded ourselves that when he shall have seriously reflected on an affair of so much importance that affects the national good, and materially his own reputation, he will take a wiser alternative. If he should have the imprudence to persist in this resolution we must leave him to his own way,



but, as the service of the State cannot be compromised by so unreasonable an infatuation, you will cause the fleet to go forthwith to sea, and you will advise us as to the final resolution of the said Lieutenant-Admiral Tromp, that we may take steps accordingly, &c. 1665.

“Done at the Hague, 13th August, 1665.

“By order,

“HERBERT VAN BEAUMONT.”

Our hero, listening to the more prudent council of his friends, remained on board his flag-ship, “Friendship,” and went to sea with the fleet. Tromp at length consents to serve under De Ruyter.

The change in the naval commander having effected an alteration in the opinion of the public as to the expediency of associating civilians with so experienced an Admiral as De Ruyter, the matter came under renewed discussion, many doubting whether the Pensionary De Witt should be absent on board the fleet when the Government of the country desired his presence and concurrence on shore. But he would not permit himself to be turned from the resolution which had appointed him to go out with the Admiral, saying, “the preservation of his person was second in his consideration to the prosperity of the State. That the good or ill success of a second naval battle might altogether consolidate or ruin the existence of his country.”

The three Deputies having come on board the flag-ship, Van Tromp put to sea with the fleet on the 15th August, passing out of the Texel by the narrow passage known as the “Spaniards-Gat,” which was so successfully effected, under a westerly wind, as that not a single ship touched the ground in the passage. The command of the fleet still rested with him until De Ruyter’s arrival: it consisted of 96 ships of war, and 23 yachts and fire-ships, under the subordinate direction of Lieutenant-Admirals Van der Hulst, De Liefde, the two Evertzs, and Bankert. The land, however, was The Dutch fleet put to sea, but fail to meet the English.

1665

—

The  
English  
capture  
four Dutch  
ships of  
war.

scarcely cleared when De Ruyter, with his flag on the "Delflandt," 70, assumed the command and sailed away straight for the Danish coast. On receiving more correct information of the whereabouts of the English fleet, which was reported to consist of 70 ships of war, cruising in the North Sea, De Ruyter put the head of his fleet towards the coast of Norway; when, on arriving at Bergen, he found he must have passed the enemy on the 24th or 25th without knowing it. On the 10th September a fearful storm was encountered which separated the ships of the fleet, and Tromp, with 14 sail, did not again return to the Admiral's flag till the fleet returned to the Vlie, on the 17th September. The storm of the 10th had of course fallen on the fleet of the Earl of Sandwich as it had done on that of De Ruyter, but the greater part of the English ships had already found refuge in Solebay, and was thus enabled to take the sea with so much expedition that, on the 18th, when off the Doggerbank, four Dutch ships of war, endeavouring to rejoin their fleet, fell into the midst of an English squadron, when "Huis de Swieten," 70, "Paul de Zeland," "Le Cavalier de Gueldre," 46, and "Paul d'Enkhuse," were obliged to strike, after a courageous resistance. A few days later the English cruisers had the good fortune to meet with 18 sail of merchantmen, all of which they captured or destroyed. Lord Sandwich, in his report of this transaction, claims also to have made "above a thousand prisoners." Both fleets continued to cruise in the North Sea, exposed to many casualties, but De Ruyter withdrew behind the Texel on the 3rd November, without having had the opportunity he so much desired of encountering the English fleet.

1666.

In January, 1666, the French King declared war against England, and great preparations were made by the States to put to sea a fleet of more than usual

magnitude, which was to have the co-operation of a French fleet in the ensuing campaign. A new flag-ship was constructed, called "The Seven Provinces," 80, on which De Ruyter hoisted his flag on the 11th April, with which he himself went to sea to obtain some news of the expected French fleet, which, however, was not to be heard of; and it was the first days of June before the fleet quitted the Texel. De Ruyter had, as before, the command in chief; but in the commission thus given Lieutenant-Admiral Van Nès was to succeed him in the first place, and Van Tromp in the second. The fleet mustered 85 ships of war and frigates, carrying altogether 584 guns and 22,500 men. The English fleet, that was now assembled in the Thames, under the united command of Monk, Duke of Albemarle, and Prince Rupert, numbered 81 ships of war, beside fire-ships and small craft, carrying nearly 700 guns and 21,000 men. The Admirals commanding the squadrons were Sir Christopher Mings, Sir George Ayscough, Sir William Berkeley, Sir Thomas Allen, Sir John Harman, Sir Thomas Tiddyman, &c. Van Tromp, with Meppel, commanded a detached Dutch squadron, consisting of twenty-nine ships of war and frigates, besides fire-ships and small craft. A great number of French and Italian noblemen were received on board the Dutch flag-ships to witness the expected battle; and the celebrated painter William Van de Velde was prepared to describe the action with his best colours. In these days the Dutch was the popular service on the Continent; the English were only known to the civilized world through the medium of the French literature, which painted them as given to suicide in November, and as selling their wives in open market, and as the "king-killers," all in a style that pleased *Le Grand Monarque*, and the petty sovereigns who aspired to walk in his steps of self-sufficiency, pomp and vanity, and morality, and who could not endure that the English should come in any way "between the

1666.

—

The English fleet assembled in the Thames.

The Dutch the most popular service at this time.

1666. wind and their nobility,"—"mais maintenant on a changé tout cela."

—  
Gérard  
Brandt's  
account of  
the battle  
between  
Albemarle  
and De  
Ruyter.

In relating the battle that ensued I will again avail myself of the Dutch account of it by Gérard Brandt. At about noon of the 11th June, the British fleet was seen bearing down upon that of Holland, under the flag of the Duke of Albemarle, but his colleague Prince Rupert had been detached to look after the French fleet under the Duc de Beaufort, reported (but erroneously) to be coming up to join with the Dutch. "On fit la prière, le coq servit et l'on disposa ensuite toutes les autres choses<sup>1</sup>." The English had the wind, and the sea was so rough that it was necessary for the Dutch fleet to cut their cables and bear south. Admirals Tromp and Meppel, whose squadron was the rear, became by this manœuvre the fore-front, and came first into action about one o'clock. De Ruyter, with the centre, followed soon after. The combat, in which both parties showed equal valour, was stubbornly persevered in till nightfall. At about half-past four o'clock an English frigate was sunk under the fire of De Ruyter's flag-ship. At half-past five the English fleet tacked and bore north-east, in order to weather the banks. In this manœuvre Vice-Admiral Sir William Berkeley, in the "Swiftsure," 70, with the "Faithful George," 44, and the "Zevenwolder," 60 (an old Dutch prize), were cut off by the Dutch Captains Adrianz Swart and

<sup>1</sup> I have given the literal terms of the historian. In the seventeenth century Protestants and Catholics were alike in this one mind, that they never entered into a fight without humbling themselves before the Almighty; Turenne, De Ruyter, Marlborough, and Nelson followed the same invariable practice; but Napoleon, Wellington, and the warriors of the modern school, would deem so much piety as Methodism or superstition. Yet there are few persons who on their death-beds patiently await the final stroke who do not seek for a prayer in their hearts or lips. How shall we solve this paradox? My advice would be by the moral courage of destroying it, and thus returning again to the ancient ways.

Van der Zaan; and in the bloody conflict that ensued 1666.  
 Berkeley was killed, and the three ships were boarded —  
 and taken. Van Tromp, on the following day, was  
 unfortunate; in a collision his flag-ship, the “Pro-  
 vince of Utrecht,” lost all her masts and bowsprit.  
 The “Duivenwoorde” and the “Zeland,” belonging to  
 De Ruyter’s squadron, were both burnt by fire-ships to  
 the water’s edge; while the “Great Holland” and  
 “Little Holland,” the former, the flag-ship of Van Nès,  
 escaped a like fate with difficulty.

In the beginning of the first day’s engagement,  
 which was very fierce on both sides, Van Tromp’s ship  
 was so much disabled that he was obliged to go  
 on board another vessel; and another Dutch ship was  
 blown into the air between the two Admirals; never-  
 theless this first day’s engagement was on the side of  
 the Dutch, who sunk first an English ship of fifty,  
 and then another of seventy, and afterwards three  
 first-rate ships. Night at length put an end to the  
 conflict of the first day.

Van Tromp contrived about midday on the 12th (June 1st) to get into the midst of the English fleet, with five vessels, for which act of undoubted heroism he paid dearly. His flag-ship, the “Province d’Utrecht,” had her sails and rigging cut to pieces, and eighty men were put *hors de combat*. He was once more obliged to leave his ship, and actually shifted from ship to ship, fighting one after another with various fortune. The flag-ship of Van der Hulst, the “Mirror,” lost her mainmast, and was quite disabled, and more than 100 men wounded or killed on board, and among the latter that brave and distinguished Dutch Admiral himself. The “Kalantsooge,” Captain de Haan, and “Lebirtz,” Captain Van Amstel, were both so maltreated that the Admiral ordered them to be towed out of the line, and carried to the Texel. A fierce contest continued, when Van Tromp’s dismasted flag-ship was in the greatest jeopardy until relieved by De Ruyter.

Desperate  
 attack of  
 Tromp.

1666. on whom several fire-ships were directed without effect; nevertheless, the maintops of the flag-ships, on which was the Admiral's *pavillon et flamme*, were never brought low.

Capture  
of the  
"Prince  
Royal."

The action was renewed for the third time on the 13th, when the English fleet withdrew to their coasts without the Dutch being in a condition to pursue; but towards evening the "Prince Royal," the largest and heaviest ship in the fleet, which bore the white flag of Vice-Admiral Sir George Ayscough, got upon the Galloper Sands, and could not be got off. There, beaten by the waves, surrounded by enemies, and abandoned by his friends, the Captain was compelled by his own crew to strike; but the Dutch, having taken them on board, and finding it impossible to bring off the "Prince Royal," set her on fire and burned her.

Arrival  
of Prince  
Rupert.

While this act of doubtful triumph was in actual operation, a fleet sighted in the offing, which proved to be Prince Rupert with twenty-five sail, who, having failed to discover the expected French fleet, returned to the Duke of Albemarle's flag. On this, the English fleet went about, and Monk repaired on board the "Royal James" to confer with the Prince in the night. It was resolved with this reinforcement to renew the action for the fourth time the following day, and at eight in the morning (the 4th) the combat again began.

Lieutenant-Admiral Van Tromp and Rear-Admiral Sweers had, however, suffered so much that they were both obliged to keep quite aloof from this fourth day's action; nevertheless, the bravery our hero had displayed in the previous days added greatly to his fame. His boldness in throwing himself in his crippled condition into the midst of the enemy's fleet, and his address and skill in turning about to repel his assailants alternately, was highly extolled. He was obliged continually to shift his flag from one ship of his squadron to another, so that it was the same remark of the English Captains as is recorded of Richard III.

in the battle of Bosworth Field, "I think there be six Tromps in the field." 1666.  
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Both nations having exhausted their "Io Pæans" for a victory that both claimed, the greatest exertions were made for the renewal of the conflict, which was inevitable between such high-mettled combatants. On the 25th July or 1st August the English fleet, consisting of ninety sail, appeared off the Dutch coast, under the command of the same chief officers as before. Vice-Admirals Sir John Allen and Sir Jeremiah Smith taking the place of Ayscough and Berkeley; the Dutch fleet, under De Ruyter, Evertz, and Van Tromp, immediately put to sea (Tromp's flag flying on the "Holland"), and the two fleets encountered one another, in the open sea off the North Foreland, bearing S.W. by W., at eight leagues' distance. There was scarcely wind enough to enable the fleets to form, and this was soon succeeded by a dead calm.

Before a shot was fired, it was remarked with astonishment that Lieutenant-Admiral Van Tromp, with his squadron, which was the most numerous in the fleet, remained at a distance, with all sails braild up; when this was perceived by the enemy, they fell with all their power on De Ruyter and Evertz, who stoutly defended themselves against great odds, and dealt severe blows on their assailants. It is quite impossible to understand what could have been the motive for Van Tromp's conduct; but this was the language in which it was represented by De Ruyter in his despatch to the Dutch Government: "Lieutenant-Admiral Tromp, who formed the rear-guard, instead of bringing up his squadron, remained still, which permitted the enemy to interpose their fleet between him and the other squadron of my fleet. I am obliged to say that I never saw that he entered into action at all until evening, when for a short time he exchanged fire with the blue squadron of the English. In the meantime, I was exposed to the disadvantage of a cruel combat, expecting every

Action off the North Foreland, Aug. 4.

Equivocal conduct of Tromp.

De Ruyter's remarks on Tromp's conduct.

1666. moment that Tromp and Meppel would come down to my assistance, until at length my flag-ship was reduced to a condition of such disablement that I was constrained to follow those of my fleet who had already sailed away. Lieutenant-Admiral Tromp, who was with the wind, had the means of coming to me, but I had an utter impossibility of reaching him, and I cannot understand the motive of his conduct. Seeing myself thus abandoned, I had no alternative but a retreat." Van Tromp's own account of the affair was as follows: "Yesterday the enemy, consisting of ninety sail, attacked us under a dead calm. I had the command of the rear-guard, and was opposed by the English blue squadron, under Sir Jeremiah Smith. I broke the line of the enemy with my squadron, in order that I might have the wind, and by this means I also cut off the English squadron from their fleet, and we thus contended until night, when they fled, and I pursued them through the hours of darkness; but in the morning we found ourselves near the Galloper, whence we sailed to join Admiral Ruyter; but the enemy, whom we had beaten, now returned upon us, and followed in our wake till nightfall, when the entire fleet of the enemy arrived."

Tromp's  
defence.

"We were ignorant where to find our Admiral, or we should have exerted every diligence to have joined him; but, exposed to the whole fleet of the enemy, we had no other course to pursue but to sail for Weilingen, where we have arrived this morning." A paper-war ensued between the two Admirals, when the States-General, seeing a deadly feud likely to arise between their two greatest naval officers, and much embarrassed from the fact that they were respectively connected with the two great parties in the State, the Republicans and Orangeists, named Commissioners to inquire into the affair. The Pensionary De Witt, chief of the Republican party, entered into the dispute with his accustomed energy, and it was considered to have been mainly owing to his influence that they ar-



rived at this award: namely, that Lieutenant-Admiral Van Tromp did not in his statement at all agree with the evidence given by Admiral de Ruyter and the other officers of the fleet, and it was manifest that the public credit required that the disagreement should be appeased, and they recommended that Van Tromp, who had evinced such an irreconcilable hatred for De Ruyter, should be superseded. The States-General confirmed the finding of the Commission, and summoned Van Tromp before them at the Hague, where he appeared at their bar on the 23rd of the same month, and was informed by De Witt that their High Mightinesses had revoked his commission of Lieutenant-Admiral of the Admiralty of Amsterdam, and they forbade him to return to the fleet or to quit the Hague without their permission, for they feared that disorders might be excited by the crews of the war-ships who were devoted to him.

1667.

—

Tromp's  
commission  
revoked.

The Count d'Estrades, on hearing of Van Tromp's dismissal, immediately proposed, on the part of the King of France, to confer upon him a command in the French Navy, with an annual pension of 50,000 livres. The reply of our hero did him honour, while no one had doubted for a moment that it would be a refusal. "It is highly flattering to me that a great King like Louis XIV. should have caused me to receive so munificent an offer; but were I to accept it, I should feel that my country would be humiliated that any one of her children should see cause to abandon her. I only desire that my resignation under misfortune should be a reproach upon her justice; but my honour and my duty oblige me to submit to her will."

Louis XIV.  
offers him  
a command  
in the  
French  
navy;  
his noble  
reply.

Since he was no longer to be employed, he retired into the country, where the country-house inhabited by him still bears the name of "Tromperburg," and here he remained until 1672, when the murder of the brothers De Witt opened the way to his restoration under the proclamation of William III. as Stadtholder. In the bitterness of faction Van Tromp was charged

1673. with having had some cognizance, if not share, in this horrid event; but for this there is not a particle of truth; and the accession of the political party to which he belonged to the highest authority in the State recovered for him the position of Lieutenant-Admiral in 1673, and brought about his reconciliation with De Ruyter.

Tromp is  
restored  
to the  
service.

At midday, 28th May, Lieutenant-Admiral Van Tromp, with a squadron of six ships of war, joined the fleet of De Ruyter at Schooneweldt, and as this was the first opportunity he had had for seven years of raising his flag, he came up with all the ceremony imaginable, making a circuit of the fleet until he arrived under the stern of the flag-ship, where he saluted the Admiral-General, and went on board to pay his personal respects. De Ruyter's simple good-nature took away much of the awkwardness of a first interview, and all that had to be said on the part of Van Tromp, was written in a despatch from the Prince of Orange, which was now delivered to the Admiral. As soon as the Deputies came to visit the fleet, the Lieutenant-Admiral gave a grand dinner to the whole Council of War, at which every demonstration of deference and respect was publicly interchanged between the rivals; but, while yet at table, the English fleet was announced to be in sight, at four in the afternoon of June 1st.

Indecisive  
action.  
Death of  
Schram,  
June 7.

It had been resolved by the Council of War that the fleet should remain with a spring on their anchors to await the attack of the combined English and French fleets. The latter, under the command of D'Estrées, came into conflict with Van Tromp's squadron about noon of the 7th June. The enemy had the wind, but the Lieutenant-Admiral luffed his bows so as to keep as close to it as possible. Vice-Admiral Schram led the van, but soon after the commencement of the battle he was killed by a cannon-ball, and thus closed a very distinguished career. De Ruyter, having changed the tack, sent notice of it to

Van Tromp, who had been, however, so deeply engaged that he had gone a-head out of the line, and De Ruyter, apprehensive that his squadron might have been over-matched, ordered the fleet to tack about and come up with Van Tromp, about six o'clock, whom he found so nearly overcome, owing to the junction of Prince Rupert with D'Estrées, that he had been obliged to shift his flag twice, from the "Golden Lion" to the "Prince," and from the "Prince" to the "Amsterdam." Night put an end to the battle, and the Dutch fleet anchored on their own ground, while the enemy sailed away to their own shores. The manœuvring of the fleet by De Ruyter, when he tacked and retacked to aid Van Tromp, was greatly admired by both fleets.

On the 14th June the combined fleets were again in sight, and De Ruyter determined to change his tactics, and to sail to their encounter. At about noon Van Tromp, in the forepost of the Dutch, and Sir Edward Spragge in that of the combined fleets, met and engaged with so much resolution that Van Tromp, after having been forced to shift his flag twice, was so near being overcome that he afterwards laid a serious charge against Admiral Sweers for not yielding him sufficient support, although his poor colleague had been himself so ill-treated that at eight at night he had glad to steer away towards his own shores; but Van Tromp, in his letter to the States, takes credit to himself alone for having obliged his antagonist to retreat a little before dark.

1673.  
—  
Encounter  
of Sir  
Edward  
Spragge  
and Tromp.  
June 14.

At the Council of War that was held in expectation of a third engagement, Van Tromp adopted a different view of the course to be adopted from his chief, De Ruyter, asserting that they should seek after the enemy, and bring him to action wherever they might find him. The decision of the Council was, however, against this recommendation, and it was resolved that the fleet should take post at Schooneweldt, as before, and carefully guard against a descent on the coast. At

1673. a subsequent Council, however, on the 28th June, the former plan of proceeding was changed; and it was resolved that the fleet should go to sea, and cruise for the enemy on the English coasts. The antagonistic fleets manœuvred now in sight, and now out of sight of each other, until, on the (10th) 21st August, the Dutch fleet arrived between Petten and Kamperduin, and, being only two leagues from land, resolved to attack the enemy. Accordingly, De Ruyter gave the signal to tack about; and in the most masterly manner secured the weather-gage, while Van Tromp, becoming the rearmost squadron, found himself again opposed to the English Vice-Admiral, Sir Edward Spragge.

Desperate  
encounter  
between  
Sir Edward  
Spragge  
and Tromp,  
Aug. 21.

“The remarkable incident of this battle was the conflict between Van Tromp and Spragge. These two Admirals seem to have entertained a particular passion, for they had been constantly opposed to one another in every battle since the Restoration; and Sir Edward, in a good-natured *braggadocio*, promised Charles II., when he took leave of His Majesty, that he would bring him Van Tromp either alive or dead, or lose his own life in the attempt. They were now engaged with all the rage, or perhaps, more properly, the heat of war, and remained close to one another from a quarter-past eight o'clock to a quarter-past eleven at noon. They fought at once with both guns and swords: no ball fell in vain into the sea, but each ship pierced the other as if they had fought with spears. Van Tromp's flag was on board the ‘Golden Lion,’ and Spragge's on the ‘Royal Prince,’ 100. At the end of three hours, both their flag-ships were so shattered that Van Tromp shifted his flag to the ‘Comet's Tail,’ and Spragge shifted his to the ‘St. George,’ when the fight was again renewed with greater fury than before. At length this latter ship became disabled, and Sir Edward thought fit to remove again into the ‘Royal Charles;’ but before the boat that carried him had rowed ten times its own length from the ‘St. George,’

it was struck by a cannon-shot, and that great man 1673.  
 was killed, to the great grief of his generous adversary,  
 as well as of all his ship-mates ; for Spragge was the Death of  
 love and delight of all the sailors, as well for his noble Sir Edward  
 courage as for the gentle sweetness of his temper<sup>1</sup>.” Spragge.

In this same action Vice-Admiral Sweers, between Death of  
 whom and Van Tromp there had lately been so much Sweers.  
 warmth, also met with a glorious death, together with  
 Vice-Admiral de Liefde, and both their bodies were  
 carried in great pomp and laid in the Old Church at  
 Amsterdam, where a noble marble monument, erected  
 at the public expense, records their memory. A dona-  
 tion of 2000 livres was also voted by the State to the  
 widows ; and, at the same time, a donation of 6000  
 was voted to De Ruyter, and 4000 to Cornelis Van  
 Tromp, “in recompense of the great and valuable  
 services which had been rendered by them to their  
 country in the late encounters.”

Peace having been obtained from England, Holland  
 resolved to turn all her energies for her preservation  
 against the designs of France. The Stadtholder took  
 the field by land, and the fleet, being in good condition,  
 was to be employed against the sea-board of the enemy.  
 De Ruyter, with the greater part of it, went to sea on  
 the 24th May, 1674, and sailed for the Antilles ; and 1674.  
 Van Tromp the same day sailed for the shores of Van  
 France, along which he cruised for several months, Tromp  
 creating great alarm to the population and fishermen. insults the  
 On the 23rd June he anchored near Belle Isle. On this French  
 intelligence the Duke de Chaulnes, who was Governor coasts.  
 of Bretagne, assembled 10,000 peasants under arms at  
 Brest. The Dutch troops, under the Count Horn, dis-  
 embarked and got possession of a castle, on which they  
 raised the Orange flag ; but, finding they could not do  
 any efficient service, they re-embarked on the 1st July,  
 carrying off three guns and much cattle. Van Tromp  
 next proceeded to the Isle of Noirmontier, where he

<sup>1</sup> Bishop Parker's History.

1674. disembarked his soldiers on the 4th. This island is situated on the coast between Bretagne and Poitou, and is about three leagues in length and seven in circumference, being divided into two parishes, consisting of about 2000 houses. It is separated from the mainland by a very narrow strait, which is nearly dry at low water. As the royal troops were assembling, Van Tromp drew up his ships to defend this passage; but, after having raised contributions and ruined the dwellings of the peasants, Horn re-embarked his men on the 22nd July, and the Admiral-General ran down the shores of the Bay of Biscay, and down to Cadiz, where he arrived on the 26th. Here the Dutch Expedition was received with great respect; and having rested there till the 7th September, proceeded into the Mediterranean; but shortly afterwards it was recalled by the States, and the fleet cast anchor in the Texel on the 4th December.

1675. In 1675 Van Tromp received a very flattering invitation from King Charles II. to visit his Court; and although De Ruyter at his age had declined a similar honour, Van Tromp was young enough to accept and enjoy the excitement of the visit. The Prince of Orange, who loved Van Tromp, carried him to the Brille, where three yachts assembled to carry the renowned Lieutenant-Admiral from his shores; and when he arrived on the English coast, on the 16th January, the Dukes of Monmouth, Buckingham, and many other grandees, met them, and escorted him to the capital, where the streets were crammed with the people desirous to see an enemy of whom they had heard so much. The King conferred the honour of Knighthood upon him, and entertained him royally until the end of February; when, on taking leave of him on his return to Holland, he made him a present of his picture set in diamonds.

War with  
Sweden.

On the 18th June, 1675, the States-General declared war against Sweden, then in alliance with France

against her; and the King of Denmark entered into the confederation with Holland. Van Tromp was on this occasion sent into the Baltie to co-operate with the Danish fleet, under Admiral Adelaar. In 1675. —  
 1676 Van Tromp appeared in the Sound with fifteen sail, and assumed the command of the allied Dutch and Danish fleets, in the roads of Copenhagen, on the 12th May. On this occasion, the King of Denmark visited the Lieutenant-Admiral on board his flag-ship, and decorated him with the distinguished Order of the Elephant. Tromp goes to the Sound.

The Danish Admiral, Niels Juel, had obtained a drawn battle against a superior naval force of the Swedes, between Schoonen and Bornholm, the first days of June; when Van Tromp, issuing from the roads, in which he had remained at anchor, arrived near Valsterbon on the 9th, where he came in face of a Swedish fleet of fifty sail, and pursued them to the south of Oéland, which they reached on the 11th, when Van Tromp brought the enemy to battle. Early in the fight the flag-ship of the Swedish Admiral, the "Three Crowns," 134, blew up, which so intimidated the fleet that they hoisted sail to fly, but were pursued and again brought to action; when, after an hour and a half, another great Swedish ship of the line, carrying the yellow flag, was blown up, with about 650 men that formed her crew, the fleet again attempted to get away, leaving the "Neptune," 44, behind them, which was burned by mistake after she had surrendered. The Dutch lost several officers, killed and wounded, but pursued the Swedes near Stockholm, when the Lieutenant-Admiral anchored at Koogerbocht. On the 6th July the King of Denmark desired to make a descent upon Schonen; and Van Tromp summoned the Governor, and opened a cannonade upon the place, under fire of which he disembarked 3000 men. He afterwards was sent to invest Christianople, of which he obtained possession

1676.

—  
Great  
battle  
between  
the  
Kings of  
Denmark  
and  
Sweden,  
Dec. 14.

on the 15th. But the King of Sweden, roused at this unexpected conquest, brought up an army of 18,000 men; and a great battle was fought near Helsinburg, between the Kings of Denmark and Sweden, on the 14th December, which ended in a drawn battle, after great carnage; but on the 9th January, 1677, the Swedes recovered possession of the fortress.

1677.

Tromp  
is made  
a Count  
by the  
King of  
Denmark.

The King of Denmark, anxious to bind Holland nearer to his interests, raised Van Tromp to the dignity of Count, and induced him to go back to the Hague, in the middle of February, to obtain increased assistance; but finding the Prince of Orange about to relieve St. Omer, besieged by the King of France, he accompanied the army, and then heard of the death of De Ruyter of his wounds in Sicily. It was universally recognized in Holland that Van Tromp should succeed as Admiral-General, which was conceded him; he was, however, permitted at the same time to retain the privilege of remaining in the service of the King of Denmark, to whom in his new dignity he carried a fleet of fifteen sail, having Van Nès under him as Vice-Admiral, and Allemonde as Rear-Admiral.

Timely  
arrival of  
Tromp in  
the Baltic.

He arrived in the Baltic at a time when the Danes had been somewhat worsted by the Swedes, on the 11th July, and forthwith attacked three Swedish vessels at Maalmuyen, which he reduced to ashes, and made many captures in the Baltic, while the two Kings contended for the mastery by land. Van Tromp, uniting his fleet with that of Niels Juel, made a descent on the Island of Enland, which is opposite Kalmar, against which Admiral Bielli had opened fire, and the confederates obtained possession of both places. Success now made the King of Denmark so bold that he resolved to make an attempt on the Isle of Rugen, and summoned Van Tromp to Copenhagen to give his counsel in the enterprise. On the 16th September the King repaired on board his flag-ship, and the Admiral-General landed the forces,



and assigned the direction of the siege to Marshal de Goltz. In the meantime Van Tromp hastened to join the Elector of Brandenburg at the siege of Stettin, which surrendered to the fleet. The united strength of the confederate powers was now turned against the Isle of Rugen, which Count Konigsmarek defended until, on the 22nd September, 1678, Van Tromp again appeared before it with the united fleets, when Konigsmarek, finding himself overpowered, withdrew the Swedish army to Stralsund; but after a short delay, in placing that place in a state of siege, the Elector carried it by assault, and the Count having done his utmost, escaped imprisonment with difficulty. Van Tromp was now recalled to Holland, and, on the accession of the Prince of Orange to the throne of England, was given the supreme command of the Dutch fleet, in 1691; but when preparing to enter into the conflict between Admiral Russell and the French fleet, under the Count de Tourville, he was, on the 29th May, suddenly seized by a mortal disorder that put an end to his life at Amsterdam, on the 11th August, 1691, in his seventy-second year. He left no children by Margaret de Raaphost, his wife, and his body being consigned to the tomb of his father at Delft, the marble has closed upon a family of very great and just renown.

I do not think that in the entire round of naval heroes of every age and country there could be pointed out one who "braved the battle and the breeze" with greater personal daring as a fighter, and equal skill and experience as a sailor, than Cornelis Van Tromp; but he was possessed of the infirmity so graphically described by Shakspeare:—

"Jealous and quick in quarrel,

Seeking the bubble reputation e'en in the cannon's mouth."

He retains a high place for dash and gallantry amid the galaxy of naval warriors that adorned the great

1677.

—  
Tromp  
assists  
in the  
captures  
of Stettin  
and the  
Isle of  
Rugen.  
1678.

Death of  
Cornelis  
Van  
Tromp,  
Aug. 11,  
1691.

Character  
of Van  
Tromp.

1691. Batavian Republic in the seventeenth century ; but he aptly fulfilled the rest of the military picture. His — jealous rivalry of De Ruyter may have been aggravated by party, as doubtless the one was a personal friend of the Pensionary, and the other a devoted adherent of the house of Orange ; but he carried his rivalry beyond all bounds of subordination, and more than once left his chief in the lurch, even in the midst of the battle, and this to such a degree, that but for the Admiral-General's transcendent generosity of character disgrace must have been brought on the national flag by his conduct ; while, upon another occasion, his outrageous bearing towards his brother officer and comrade, Vice-Admiral Sweers, was accompanied with so much acrimony and indignity as was calculated to murder his reputation, and doubtless was in some way the cause of that gallant fellow's death in the subsequent battle. After a most vigorous inquiry Sweers was acquitted of every charge that Van Tromp laid against him, and was reinstated in his rank and employment, while De Ruyter, in the report he made of this inquiry to the States-General, stated "that the accusations brought against the Vice-Admiral appeared to have proceeded solely from an old grudge."

I have been unable to meet with any account of the private life of our hero, nor of the opinion put upon him when, in 1675, he visited the Court of Whitehall. No very great evidence of love and affection was shown him at his death. His funeral was adorned with heraldry, and four Captains held the pall when his body was laid in the tomb of his father, according to the Presbyterian custom in such cases, without a prayer, and, for all I can ascertain, without a sigh from man or woman. No marble records his memory<sup>1</sup>.

<sup>1</sup> Vie de Corneille Tromp, par Richter ; Vie de Adriantz de Ruiter, par Gérard Brandt ; Lediard's Naval History of England ; Conversations Lexikon ; Biographical Dictionaries, *passim*.

# JAMES, DUKE OF YORK.

LORD HIGH-ADMIRAL OF ENGLAND.

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Born 1633. Died 1701.

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It is not recorded that the heavens were disturbed by any prognostics to herald the birth of a Prince whose life was marked by the establishment, in his despite, of a civil constitution to his country that has been a marvel to the world. Yet he was moulded in his character by a Church that has claimed and still claims to have the power of miracles, and assuredly, of all men that ever lived, he merited these exercises in his behalf, for he risked every thing for the Roman Catholic faith, and even forfeited a brilliant military renown by his subserviency to the priesthood, while he lost a mighty throne in the endeavour to put back the clock of civilization and to mar and destroy the early reputation with which his name is best associated.

1633. This second son of Charles I. of Great Britain and Henrietta Maria of France was born at St. James's Palace, on the 14th October, 1633, and baptized by Archbishop Laud in the Chapel-Royal by the name of James, in memory of his Stuart grandfathers. According to a custom prevalent in the Royal Family of England since the days of the Plantagenets, and already at this time dating back two centuries and a half, the King created the infant the same day Duke of York. He was remarkable in his cradle for his extreme beauty, in singular contrast to the extreme ugliness of his elder brother, afterwards Charles II., and he became from that or some other cause the favourite and best beloved child of his mother.

—  
Birth of  
James,  
Oct. 14,  
1633.

Charles destined him from his earliest years to the naval service, and directed his education with that ultimate view. He acquired by this means a great habit of application to business, and, like all the youth of the time, was initiated in all the athletic pursuits of his day, and esteemed to be a young man of great courage. Naturally he had no vivacity of thought, invention, or expression, but was always remarkable for a steady judgment in affairs, and for a man of

1642. understanding, energy, and spirit. In 1642 he and his brother, the Prince of Wales, were with the King at the battle of Edgehill, where they had incurred great risk of capture, and were sent off the field under the charge of Hyde, afterwards Lord Clarendon. The Duke of York, was also with his father at Oxford, and

1647. generally at his side in all his fortunes, until 1647, when the King quitted Oxford for Newark, to place himself at the head of the Scots' army, when the Duke of York was left behind to encourage his adherents to hold the head-quarter, and thus he fell into the hands of the Parliament forces when Oxford surrendered.

He was at this time fifteen years of age, and was committed to the charge of the Earl of Northumber-

land, who received the Prince in his country-house at Sion with all the respect that was agreeable to his quality and duty. While with the Earl he received much valuable instruction and information. When the King his father came to Hampton Court Palace, which was within a ride of Sion, the young Prince saw him frequently; but on the 20th April, 1648, all the royal children were removed to the palace of St. James's. Charles had entertained very lively apprehensions that his enemies might revenge themselves upon his children, and in consequence entrusted them to Colonel Bamfield, who had been placed about him, with a secret commission to aid in the boy's escape whenever a fit opportunity offered. Thus it was that, all things being arranged, the Duke of York and his governor walked out of the garden at St. James's, the day after their arrival, disguised in female attire, and across the park to the river, where they took boat, and were thus safely conveyed below bridge to a small vessel lying in the Pool, which had been prepared for his reception. There he embarked and reached the Hague, where he was affectionately received by his sister, the Princess of Orange; and here he happened to be when an event occurred of some bearing on his fortunes.

1617.  
—  
1648  
Escape of the Duke of York to Holland.

The late King had in his lifetime made the Earl of Northumberland Admiral of the royal fleet, and had ordered it to be inserted in the Commission that he should enjoy that office during the minority of the Duke of York, so that it was a thing known and talked of by the whole fleet, that the young Prince was to be their Admiral. It may be said that seamen are in a manner a nation by themselves, a humorous, brave, and sturdy people—fierce and resolute in whatsoever they are inclined to, somewhat unsteady and inconsistent in pursuing it, and jealous of those to-morrow by whom they are governed to-day. These were the men, who, observing the general discontent of

1648. the people, and that however the parliament was  
 — obeyed by the power of the army, both army and parliament were grown very odious to the nation, concluded that the King should be restored; and, remembering that the revolt of the fleet was the preamble to the loss of His Majesty's authority every where else, and a great cause of all his misfortunes, they now thought it would be a glorious thing for them if they could lead the way to His Majesty's restoration by thus declaring for him. This was an agitation among the common seamen without communicating itself to any officer of even the quality of master of a ship<sup>1</sup>.

The Duke  
 is received  
 with accla-  
 mation.

The fleet then went out of the Downs and stood for Holland, "that they might find their Admiral," but as soon as it was known that the fleet was at Helvoetsluys, the Duke repaired on board, and was received with the liveliest acclamations. The Prince of Wales, at Paris, had received such timely notice of the disposition of the fleet, that he repaired with what haste he could to Calais, attended by Prince Rupert, the Lord Horton, and the Lord Colepepper; but when he understood that the fleet was gone to Helvoetsluys, and that his brother had been received on board, he hastened away to Holland, and was received by the fleet, of which he assumed the command by right of birth. Though the Duke was exceedingly troubled to quit the fleet, which he had been persuaded to look upon as his province, yet he could not but acknowledge that his father's pleasure, if it could have been obtained, would not have permitted that both their lives should be ventured on board the fleet, and he therefore the more readily submitted to the Prince of Wales' determination, and withdrew to shore, and was well content to obey his pleasure to remain at the Hague, until, after the

<sup>1</sup> Clarendon.

King's death, when he removed to Paris, and placed himself there entirely at the disposition of his mother. 1648.  
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As the Duke of York had now attained to the age of a young man, when of all things inactivity is the most irksome, he listened with avidity to those who infused into his mind that it would be to his honour to learn the *métier* of arms in the field, in order that he might hereafter be enabled to assist his brother if he should at any time be called upon to serve him in his restoration to the throne; and he saw that he might at this time have the opportunity of doing so under a General reported equal to any Captain that had ever appeared in Christendom. Accordingly, in the spring of 1652, he urged his suit to the French Court with so much importunity that he obtained permission to join the French army and report himself to Marshal Turenne, who received him with all possible demonstrations of respect in his camp at Chartres. His Royal Highness was accompanied in his campaigns by Colonels Berkeley and Wesden. 1652.

The Duke enters the French service.

The Duke has left a very faithful and intelligent memoir of his service in French, and the recital proves his natural military abilities; he had likewise the good fortune to obtain the esteem of the Marshal, so that he acquired much reputation as a Prince of signal courage and parts, and was universally beloved by the whole of the French army. His affable demeanour indeed captivated so much, that he was absolutely left in command of the French army, with the commission of Lieutenant-General, when Turenne took up winter quarters in November, 1655.

At this period, however, the French King concluded peace with the English Commonwealth, and Cromwell urged Mazarine that the Stuart Princes, and all their retinue of royalists, should be required to quit the kingdom of France, and especially that the Duke of York should lay down his commission in their army. Accordingly, His Royal Highness removed to Brussels,

1652. where the Spanish Viceroy allowed him to join the  
— army of the Prince de Condé, then commanding a Spanish army in the low countries, as a volunteer,

1656-7. and here His Royal Highness served the campaigns  
The Duke of 1656-7. The terms of the treaty with Cromwell  
serves stipulated expressly that Dunkirk should be besieged,  
under and, after many delays, on the 12th June, 1658,  
Condé, Marshal Turenne invested the place. Don John of  
then com- Austria, natural son of King Philip of Spain, received  
manding a the command in chief, and the Duke of York, with  
Spanish army.

1658. his brother, the young Duke of Gloucester, were  
present with the Spanish army in the defence of  
that fortress. An unsuccessful attempt to disturb  
the siege on the 2nd June was made by the covering  
army, but Dunkirk surrendered within a few weeks  
afterwards; James was on this service witness of the  
gallant conduct of the *habits-rouges*, of which he duly  
gives his testimony in his memoirs. On the 7th No-  
vember, the same year, the treaty of the Pyrenees was  
concluded between Spain and France, and the *métier*  
of a soldier was henceforth closed against the young  
Prince, and it was long before the opportunity occurred  
again to him of witnessing war on shore.

Death of  
Oliver  
Cromwell.

But a more important occurrence to James was the  
death of Oliver Cromwell, on September 13th of the  
same year. Of course the hopes of restoring the  
English King was universally entertained, and circum-  
stances favoured the expectation on every side. It  
became soon known that the entire nation of Great  
Britain and Ireland were sick of the Commonwealth;  
and that even the son of the Protector, who had been  
proclaimed to the Sovereignty, refused to take upon  
himself the task. Singularly enough, the intercourse  
between Turenne and the Duke of York had nourished  
such an attachment between them, that the Great  
Marshal himself entertained the chivalrous notion of  
recovering the kingdom for Charles II., and the Duke  
of York was communicated with, and had even pre-



pared himself to act in conjunction with his illustrious friend; but before the expedition was matured it was found inexpedient, and it fell to the ground. 1658.

Another overture had been made to the Duke of York before the restoration: he had made such friends with the Spanish authorities, that Charles III. offered to make him *El Amirante del Oceano*, which dignity James accepted, and was impatient to enter upon the duties of the office; but before he could do so, he was summoned to go on board the British fleet at Schevening, in May, 1660, when he raised his flag as Lord High-Admiral of England. 1660.

We may believe that, with all the proverbial spirit of the "new broom," the Duke of York began his settled life in England with the regular and devoted occupation of the administration of the Navy, with Sandwich and Pepys to assist him; but his Paris bringing-up soon threw him into the worst dissipation of a capital; and his brother Charles was not a more thorough-going rake and profligate than James was. Having seduced Ann Hyde, the daughter of Clarendon, he would have cast her off, if the wily Chancellor had not been too strong for him; but he neglected her without the slightest scruple on account of the marriage tie, and was as dissolute as the rest of society. Let his private life, however, have been what it may have been, it is believed that he was a good and efficient administrator of the Admiralty, for although he had had but a few weeks' experience of the sea-service, his education had been always with a view of his becoming Lord High-Admiral, so that the occupation was most genial to him.

James,  
Lord High  
Admiral of  
England.

Profligacy  
of Charles  
II. and  
James.

Trade, which has ever been the life-blood of English prosperity, was becoming a matter of much thought after the political machine had righted itself. It was deemed to have considerably suffered by the rivalry of Holland, which, by the unwearied industry and patient endurance of her people, had obtained pos-

1660. session of almost all the great arteries of commerce. — James accordingly entered upon all the bearings of his new duty with great zeal, and he became President of a Commercial Company, which soon attained the zenith of its glory, and brought in great profits to the proprietary and to the nation. Here he was brought into close rivalry with the Dutch, but being young, enterprising, and somewhat unscrupulous, he pushed forward the interests of his company with an arbitrary spirit; so that finding himself thwarted by vessels of war belonging to the Republic, he secretly despatched Sir Robert Holmes, with a squadron, to make reprisals on the Hollanders, who had, he believed, broken the treaty they had entered into with the English, and had possessed themselves of Cape Corse Castle and Goree by main force. Holmes took both these settlements in a few hours, and thence stretched across to North America, where, in conjunction with Sir Robert Carr, he captured a territory planted by the Dutch, and called by them Nova Belgia. This was now captured, and out of compliment to the Duke, called New York. The States summoned back De Ruyter out of the Mediterranean to put a stop to these proceedings, who took a strong fleet down the African coast, and even to the West Indies, where he retaliated severely on the English; all which evidenced that it was very clear that both nations were “drifting into war.”

James sends out a squadron, which captures Nova Belgia, called in compliment to him New York.

1664. In winter, 1664, King Charles II. openly declared his resolution of entering into a war with the Dutch. Accordingly, the Duke of York had the duty imposed on him of fitting out a great fleet; for the Dutch had been most active in preparing theirs, which was soon ready for sea, under the chief command of Opdam, Sieur de Wassenaar. The Duke, as Lord High-Admiral, commanded in person the powerful British fleet that now sailed from Portsmouth, under his flag on board the “Royal Charles,” 80.

Charles declares war against the Dutch.

It consisted of 114 ships of the line, and 28 frigates and bomb-ketches. When the opposing fleets met in Solebay, off Lowestoff, on the 3rd June, 1665, it is well known what accident disordered the Dutch, and what advantage the English obtained: so that if that first success had been followed, as was suggested, it might have proved fatal to the Dutch, who, finding they had suffered so much, sailed away; and the Duke ordered all sail to be set to overtake them; but there was a Council of War called to concert on the method of action they should adopt when they should come up with them. In that council Penn, who commanded under the Duke, happened to say that they must prepare for hotter work in the next engagement, for he knew well the courage of the Dutch was never so high as when they were desperate.

This made a visible impression on the council, who said to the Duke that he had now got honour enough, and had no need to venture a second time. In what degree these words may be supposed to have affected the Prince, so it was that after the council had separated His Royal Highness went to bed, desiring to be called when they should get up to the Dutch fleet. In the night, Lord Brounker, who was one of the Duke's bed-chamber, came to Penn, as from His Royal Highness, and said that the sail was to be slackened. Penn was struck with the inconsistency of such an order under the circumstances, but obeyed it, instead of going direct to the Duke to argue the matter, as he ought to have done. When the Duke had slept, he, upon his waking, went out on the quarter-deck, and seemed amazed to see the sails slackened, and that thereby all hopes of overtaking the Dutch fleet were lost. The Duke professed displeasure, and he questioned Penn upon it; Penn put it upon Brounker, who said nothing. The Duke denied he had given such order; but he neither punished Brounker for carrying it, nor

1660.  
—  
Battle of  
Solebay,  
June 3,  
1665.

Strange  
conduct  
of Lord  
Brounker.

1665. Penn for obeying it. He, indeed, put Lord Brounker out of the service; but Penn became more in his favour after that than ever before, which he continued to his son after him, though a Quaker, and it was thought that all that favour was to oblige him to keep the secret<sup>2</sup>. King James, in his "Memoirs," gives a different account of the affair; but something of the kind occurred without any question. Nevertheless, although the advantage had thus been lost, one of the most signal victories had been gained. The Dutch Admiral Opdam's ship, "Eadraght," 84, had been blown up, while engaged with the Duke of York in his flag-ship; and the Duke was so much in the thickest of the fight that three of his attendants were killed by his side; yet such was the prejudice against His Royal Highness at the miscarriage above related, that James was not allowed to go to sea for some years, and was content to remain at home to superintend and direct the civil duties of his high office at the Admiralty.

Unpopularity of James through not pursuing the Dutch fleet.

1671. In 1671 his first wife<sup>3</sup>, Ann Hyde, daughter of the banished Earl of Clarendon, died, leaving two daughters, who successively ascended the throne of the kingdom. She had recently given birth to a son, who was called Edgar, in remembrance of a famous King of Scotland, who had styled himself "monarch of the seas." This child followed its mother to the grave within the twelvemonth. The fact that transpired at the death of the Duchess of York, that she had in her last moments received the Sacrament according to the rites of the Church of Rome, greatly scandalized the nation. The daughters, who were left at the early ages of nine and six, were not at this time in the immediate prospect of succeeding to the throne;

Death of Ann Hyde, Duchess of York.

<sup>2</sup> Burnet.

<sup>3</sup> His second wife, as is well known, was Mary Beatrice of Modena, mother of the "Warming-pan Child," the first Pretender.

nevertheless, as it was very well known that James was in his heart a Roman Catholic, apprehensions rapidly arose among politicians that the Crown might revert to a Papist succession; so that when, soon after his wife's death, the Duke of York made a formal abjuration of the Church of England, before Simons, a Jesuit, a strong prejudice was raised in the public mind against him, which soon bore fruit. The Test Act speedily followed James's change of religion, and the Revolution not many years afterwards.

1671.

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At the commencement of the second Dutch war, in 1672, His Royal Highness once more commanded the English fleet in person, when united with the French squadron, under the Maréchal d'Estrées. The combined fleets lay at Solebay in a very negligent posture; and indeed the Earl of Sandwich, who commanded under the Duke, had given His Royal Highness warning of the danger of the position, but received in reply (it was said) such an intemperate and insolent retort upon his courage and foolish fears in the counsel he offered, as hurt him in his tenderest feelings, and in the end led to that gallant Admiral's untoward death. De Ruyter, who with Cornelis de Witt was now in charge of the Dutch fleet, was not a man to lose such an advantage as was here open to him, and, but for the devotedness of Sandwich, the fleet of the allies would have been utterly destroyed by their fatal carelessness. The Dutch attacked the Duke's flag-ship, and fought it for two hours with a fury that had never been exceeded in any previous maritime conflict. James again displayed the same degree of spirit and gallantry which he had shown in the previous action, and in the end the Dutch retired, but the English were in no condition to follow them, and the loss was nearly equal on both sides.

Second  
battle of  
Solebay.

The scandal attending the death of Sandwich now, however, made the Duke of York unpopular with the

1673. fleet, and the passing of the Test Act in 1673 deprived His Royal Highness of all further participation in the military service of the country, of which he was openly declared incapable. His Royal Highness, at the end of the session of Parliament which had passed that Bill, carried all his commissions to the King, and wept as he delivered them into the hands of His Majesty, who immediately put the Admiralty into commission, as it has remained to this day.

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The  
Test Act  
deprives  
James of  
his com-  
mand.

Character  
of James  
as a naval  
com-  
mander.

The two naval battles at Solebay, in 1665 and 1673, were the only two in which James, Duke of York, commanded at sea. They were both marked with some infirmities in a leader—the first, in defect of vigorous resolution in following up his first success—the second, in unaccountable carelessness and negligence in omitting preparations against a surprise or attack of the enemy. The personal courage of the man, which is much insisted upon by the concurrent testimony of history, is little to the purpose, because bravery is an accident in any man, and only to be considered in its rare deficiency; and indeed in the naval engagements of the times all that could be shown of personal bravery was in resolution and endurance in combat, for we rarely read of his having led in the boarding of an enemy's ship; for the principal incident that happened in any fight was but a cannonade, lasting till one or other vessel either went down or attempted to escape as it could. Perhaps a Commander-in-Chief could show no more in the naval strategy of those times than any Captain of a ship; and consequently most of the actions at sea in the seventeenth century were considered, more or less, drawn battles. The Duke of York, though he had a quick relish for pleasure, followed business with that closeness of application which the King, his brother, wanted: but he himself was deficient in that quickness of apprehension, that natural sagacity,

and *apparent* benevolence of temper, which were so conspicuous in the King; for he was, in his disposition, what rarely happens together in man, revengeful and valiant in the same degree: nevertheless the courage he had displayed in the first Dutch war rendered his name very popular with the Navy to the end of his life. It is scarcely worth while to recount the meagre campaign which ended in the battle of the Boyne, but although its termination was prompt and unfortunate, James evinced military judgment in the occupation of the ground, and gallantry in defending it.

1673.

—

When he quitted the Irish soil he abandoned the crown hopelessly. The best that can be said of James Duke of York as a warrior was that he gave earnest attention to the business of the Admiralty, and was regarded in his time as having done good service to his country in that respect; although his understanding was slow and narrow, yet he was diligent, methodical, and fond of business. Never were two men who ever lived so unlike one another, as James Duke of York in his manhood, and King James II. in his dotage. Mistaken man as he was in his judgment upon most occasions, yet he was a sincere and, when he thought himself in the right, a daring and a bold, without being a bad, man. James was a good Prince, although he was a bad King. He is said by some to have had an amiable disposition, but by others to have been obstinate, hard, and unforgiving. He was a libertine, and an unprincipled adulterer, yet fond of his wives, and beloved by them. In his deportment he was affable, although stately, and had a manner of bestowing favours with a peculiar grace, so that even an intimate friend had the pain of a refusal softened to him. He was shrewd enough in many cases to anticipate solicitations by the speedy disposal of the place that he knew to be coveted. Though scarce any one was so generally

Character  
of James.

1673. abandoned by associates and friends as it was his  
 — fate to be, yet few Princees ever had so many who really loved him; and in his exile many who had injured him by desertion at the Revolution, flocked around him in his abject fortune to implore his forgiveness, and grieve over the injuries they had committed against him.

Pernicious  
 influence of  
 the French  
 Court on  
 his career.

He hated free institutions with an unquenchable hatred, and with unflinching hostility, although he had scarcely the justification of having witnessed the excesses of the great rebellion, for he was a mere boy at Edgehill. The Restoration might, at any rate, have healed that sore; but the influence of the French Court had perverted both his morals and his religion, and the evil in his mind was culminated by his personal association with Louis XIV., then at the height of all the arrogance of Divine right and absolute power. James died at St. Germain, 1701, before the moral was apparent enough to be appreciated, for he did not live to witness the retribution of fortune in the French monarch's declining days<sup>4</sup>.

<sup>4</sup> Rapin, Hume, Clarendon, Burnet, Macaulay, Campbell's Admirals, Grainger.



# MARSHAL DE TOURVILLE.

FRENCH ADMIRAL.

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Born 1642. Died 1701.

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ANNE HILARION DE COTENTIN, Count de Tourville, was of an ancient stock in Normandy, who had signalized themselves in the service of war as far back as the Crusades; and down to the seventeenth century was well known to fame. His father, César de Cotentin, was a Captain in the Royal Army in 1632, and subsequently First Gentleman and Chamberlain to the Prince de Condé, whom he had accompanied in a military capacity to the wars. Having become known to the King on some of these occasions, Louis XIII. made him Counsellor of State, and, in 1640, entrusted him with the defence of the Duchy of Burgundy, having the Counts of Tavannes and De Montreval under him as Lieutenant-Generals. He married Lucie de la Rochefoucault, a daughter of the Marquis de Montendre, by

1642. whom he had a family of four girls and three boys, the  
 — youngest of whom, our hero, was born in Lower Nor-  
 Birth of mandy in 1642, when his father was absent in Bur-  
 Tourville. gundy. It had been the ordinary custom of French  
 noble families, that the youngest sons should be  
 brought up for the Church, or devoted to the Order of  
 Malta. This order was a favourite destination in  
 France, for out of seven nations of which it consisted,  
 three belonged to the French. The Count de Tourville,  
 accordingly, proposed to obtain admission for his son  
 Hilarion, who must take an oath to go to war against  
 the Turks, which they had not done for three centuries.
1656. The premature death of his father, however, in a consider-  
 — able degree affected this arrangement. Our hero was, in  
 Is made a fact, received into the order as Chevalier at the age of  
 Knight of fourteen, but only to obtain for him a good military  
 Malta. education, to which the boy's disposition now pointed.

The young Hilarion de Tourville was his mother's pet, and the most beautiful boy that can be imagined—fair, long hair, blue, speaking eyes, clear complexion, and regular features; but all this beauty, which was of too feminine a cast for the outside world, matured into the most active, agile youth, with an understanding beyond all his playmates. He accordingly became soon the pet of the school, and, as an ordinary consequence in French life, was in due course the pet of the petticoats. His schoolmaster's daughter fell so violently in love with him that she could not restrain the candid avowal of her affection; and this being overheard by a school-fellow, the Count de Malet, who had flattered himself that he had established himself in the young lady's graces, a hostile meeting with swords ensued, and De Malet was disarmed by De Tourville, and, but for the timely interference of the schoolmaster, blood might have flowed. The fair cause of the fight was prudently removed to a convent; when our hero became "cock of the school" for his superior prowess in love and war. He continued at this school till 1659,

when he hoped to obtain a commission ; but the peace of the Pyrenees at the close of that year, which assured peace to France and to Europe, prevented the attainment of it at that time ; and he had given up all hopes of employment, when, just on the point of his returning to his home, he heard accidentally that M. d'Hocquincourt, the son of the Marshal of that name, was constructing at Marseilles a frigate of thirty-six guns, for which he desired volunteers to make a cruise against the Turks. He accordingly applied to his uncle, M. de la Rochefoucault, to be the medium of an offer from him to take service in the career of a corsair of the Levant. 1660. — Volunteers against the Turks.

He was but eighteen years of age when he entered upon this phase of his existence. The frigate first stopped at Malta, where De Tourville landed, in order to pay his respects to his chief the Grand Master of the Order, and to set up the banner of his family arms. The entire period of the frigate's stay in Lavalette harbour was marked by dinners and balls, to which all the young volunteers were invited. But it was remarked that De Tourville showed no pleasure in them, but preferred to occupy himself in acquiring a knowledge of the sails and ropes, and to converse with the old hands upon the *métier* of the sea. The residence of the Knights of Malta was always simmering with hostility to the old Turk, and accordingly it was not difficult to find a brother ready to accompany M. d'Hocquincourt in a brush with the infidel. This was an old pirate of the name of Cruvilier, who commanded a frigate mounting twenty-four guns. The two consort vessels quitted the island together in 1661, and ran for Zante, with a view of getting some intelligence of the Turkish Navy. They met, near the Isles of Starivalli, two Turkish men-of-war, one having an Admiral's flag, and bearing forty-two guns, and another of thirty-four guns. D'Hocquincourt and Cruvilier, nothing daunted at their superior condition, boldly attacked, and when 1661. De Tourville distinguishes himself in an encounter with the Turks.

1661. the Turks attempted to board, bravely resisted a most impulsive attempt. Then it was that the young volunteers showed their mettle; and foremost of all was young De Tourville, who in the most fearless manner drove the Turks from the deck, while the sailors cut the rope ligaments, and "turned the knaves out of doors" ("se servirent des boute-hors"). Having thus freed themselves from dangers, they forced the enemy to fly, and drove them as far as Cape Matapan, where they beheld, doubling the cape, two Algerian pirates, led to the scene of conflict by the noise of the firing.

Action  
with  
Algerine  
pirates,  
in which  
Tourville is  
wounded.

The most prudent course might have been to have set all sail from such a disproportionate contest as now impended; but neither D'Hocquincourt nor Cruvillier were made of such base metal as to think of flight. The Turkish men-of-war, on seeing their advantage, put about and came down upon D'Hocquincourt's vessel, pouring a raking fire into her. The Chevalier returned it, and the cannonade on one side and the other lasted three hours; when, symptoms of weakness being apparent in the Turk, it was concluded that some mischief had happened on board her, and D'Hocquincourt summoned the boarders. De Tourville distinguished himself in this, as in the former encounters, and received a severe pike-wound in the body that laid him low, but the Turkish Admiral struck his flag. Cruvillier, about the same time, sank his antagonist; and the two other vessels sailed away; but such was the condition of the victors that pursuit was impossible. With some difficulty they reached the island of Siffanto, where they refitted the ships, and recovered the sick and wounded. Among the latter De Tourville demanded the first attention, and was conveyed to the house of a celebrated surgeon, an Athenian of the name of Jany. Of course, a French biography would be intolerable without a love story on every page, and an unusual opportunity for such an episode occurred on this occasion. Dr.

Alleged  
romantic  
episode  
in the  
life of  
Tourville.

Jany had a daughter Andronique—"taille fine—port majestueux—traits réguliers—yeux brillants, mais doux —peau très-blanche—teint du plus grand éclat." What youth of twenty could fail to make love to such an angel— 1661.  
—

"Where the virgins are soft as the roses they twine"?

"Femmes qui lisez cette histoire, vous blâmez cette jeune fille; mais, en sa place, vous auriez peut-être agi de même<sup>1</sup>."

Be that as it may, a very interesting interlude is built upon this romantic attachment. De Tourville is given the command of the Dutch Admiral's ship, and carries her to sea, having made arrangements with the Doctor's daughter to elope with him in a shore-boat. At the moment of departure two Tunisian vessels arrive in port, and capture the beautiful Athenian *en route*, but D'Hocquincourt and Cruvillier become masters of the Tunisian ships; on which De Tourville sails away without his Andronique, shares in the conflict, and releases some Christian slaves, together with a gentleman of Pereau, with his wife and sister-in-law, whom our hero very gallantly proposes to escort to Smyrna. On the way, however, he casts anchor at Siflanto, when he visits the Doctor, whom he finds enraged against him for having stolen away his daughter; but while De Tourville assures the distressed parent that he has not got her, he receives a letter from his friend D'Hocquincourt, naming that in the scramble of the Tunisian fight the Chevalier had got Andronique and carried her off to Zante, promising to return to Malta. As it were to head the runaways, De Tourville takes the Doctor and his Christian ladies with him to Malta, but no D'Hocquincourt had been heard of there; and, as it is winter-time, he determines to remain in the island till the spring. In the interval the Doctor

<sup>1</sup> Richter.

1661. dies ; and as he is convinced his daughter is dead, he makes our hero the heir of all his property.

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De Tourville is now tired of inaction, and, having made acquaintance with a corsair of the name of Casini, he proposes a cruise, and bethinks himself of his promise to convey the two ladies and gentleman, his Christian captives, to Smyrna, “elles étoient jeunes ; la tendresse ne pouvoit manquer de se joindre à leur reconnaissance.” On their way they come across some Turkish vessels, which they board with wonderful bravery, one after the other ; and, having captured them all, go through the prizes to ascertain what they are worth, and find they principally contain Christian captives, and amongst them “la belle Andronique !” “‘N’est-ce point un songe,’ dit-elle en poussant une soupire, ‘puis-je en croire mes yeux ? Est-ce bien vous, cher Cavalier ?’ ‘Oui, c’est moi, belle Andronique,’” &c., &c. After a short interval he carries her to Venice, where he places her in a convent ; and then our hero undertakes, with Casini and another, a little new privateering. Such is the summary of an interlude gravely introduced by Richter, as part of the history of the gallant De Tourville, in 1662, and which occupies nearly 100 pages of his biography ! But a terrible postscript ensues from events that have to be related in 25 or 30 following pages. The slippery Athenian, who has passed through so many adventures, could not be held even within the walls of a convent, and Andronique actually marries another man ! while, on the other hand, it is stated, “Pendant son séjour à Rome il arriva au Chevalier de Tourville quelques aventures galantes.”

1666. However, at length we reach the fact that De Tourville, having tired himself of privateering, quitted the Adriatic in September, 1666, and is very graciously received at the Court of St. Germain’s in the spring of 1667, where the King flattered him by the as-

surance that his heroic deeds against the Turks had been the talk of all France, and that in the hope of attaching him to his service, he had given orders for his appointment to the rank of Capitaine-de-vaisseau. 1666.

So long, however, as Louis XIV. remained at peace with England, Holland, and Denmark, the opportunities of naval war were somewhat diminished, and De Tourville availed himself of the leisure afforded him by a domestic life with his mother and brother, and other friends of his family. In the following year, however, he heard a report of a naval expedition being about to be despatched to the island of Crete, and he repaired to the Court to seek for employment. It happened that on the day he arrived at St. Germain's, the King was about to bestow three *bâtons* of Maréchal de France, on the Marquis de Créigny, De Bellefonds, and D'Humières, when De Tourville's curiosity induced him to remain in the royal apartments to witness the ceremony, in company with the Count de Château-Regnaud, a young naval aspirant like himself. The latter jokingly remarked that "Selon toutes les apparences, nous ne pouvons nous flatter, ni vous ni moi, de parvenir à cette dignité." 'Pourquoi non?' répondit De Tourville. 'Il faut toujours avoir en vue le plus haut degré dans la route que l'on suit, le désirer avec ardeur, et n'oublier rien pour pouvoir un jour l'obtenir.'" M. de Château-Regnaud replied, that such a hope was all very well for soldier-officers, but no naval men could aspire to the honour of being a Marshal in France, and he ended by saying, "Je crois ne rien hasarder de vous promettre un diamant lorsque vous serez Maréchal de France; vous ne risquez pas davantage de m'en promettre un lorsque je le serai;" and, singularly enough, both friends in the result earned their diamond bets. Anecdote of Château-Regnaud and De Tourville.

The King of his own act nominated De Tourville to the command of a ship in a joint expedition which he resolved to send for the relief of Candia, 1669

1669. under the Duc de Beaufort and M. de Navailles, in  
 De — 1669, which had but a disastrous result, and the  
 Tourville fleet returned to Toulon in August the same year.  
 commands For De Tourville personally this service added some-  
 a ship in an thing to his reputation, for he became such a favourite  
 expedition with Louis XIV., that His Majesty carried him in his  
 to Candia. suite through a grand tour that the Court made in  
 1670 to the Flemish frontier; and he was at St. Ger-  
 main's when, the year following, war was formally  
 declared by France against Holland. Through the  
 interest of his kinsman, M. de Rochefoucault, he now  
 obtained a command in the fleet that was placed under  
 the command of Vice-Admiral Le Comte d'Estrées to  
 act with a fleet from England, under the Duke of  
 York.

Louis XIV., indignant that the little Republic of  
 the United Provinces should have the presumption to  
 think to check his career of conquest, became desirous  
 of putting his fleet into a condition to oppose the  
 famous De Ruyter with the renowned fleet of Holland,  
 and gladly availed himself of an alliance with England,  
 to send a well-conditioned naval force of fifty ships  
 to the rendezvous of the united fleet at St. Helen's,  
 1672. in 1672. Louvois, his able Minister of Finance,  
 was driven to every conceivable expedient to get the  
 funds required for this costly expedition, and the  
 Comte de Bentheim, who was accredited to the Court  
 of St. Germain's from the States, was secretly gained  
 over to obtain supplies of gunpowder and arms from  
 Holland, which the Dutch are said to have sold to  
 France to enable her to act against themselves. This  
 was not the first time these thorough-merchants had  
 done the like, justifying the unpatriotic act by the  
 assertion, that if they could gain an advantageous  
 commerce with the devil himself they would risk the  
 fire of his fingers to carry it out. The hostile fleets  
 came to action in Solebay on June 1st, when the  
 Dutch squadron, under Vice-Admiral Bankert, was the



opponent of the French fleet, under D'Estrées. The 1672.  
 navy of France has been more celebrated at all times —  
 for the perfection of their constructed ships than for Strange  
 the manner in which they have been fought or navi- backward-  
 gated, and on this occasion the French Admiral, im- ness of the  
 mediately he was attacked, set his sails before the French.  
 wind and went down the Channel, leaving the Dutch-  
 man with his inferior craft to follow him, fighting as  
 he could. Bankert was, however, both a bold and  
 resolute antagonist, and pursued, burning one French  
 ship and sinking another; but the policy adopted  
 by D'Estrées, and the slight influence of the French  
 force in the battle, gave rise to the misgiving that, as  
 backwardness in war is not the characteristic of the  
 French nation, the Vice-Admiral must have had  
 secret orders to spare his own ships, while the Dutch  
 and English should weaken each other by their here-  
 ditary animosity. Almost every action by sea in  
 which the French now took part tended to confirm  
 this supposition.

The published annals of the French naval actions  
 are so meagre and so vague that it is impossible to  
 gather any particulars as to the part taken by the  
 several officers employed in their several actions.  
 "Le vaisseau du Chevalier de Tourville soutint le feu  
 des ennemis avec une fermeté incroyable<sup>2</sup>." "Le  
 Chevalier de Tourville força celui contre lequel il se  
 battoit de prendre la fuite<sup>2</sup>." "Le Chevalier de Tour-  
 ville s'y distingua au point que le Comte d'Estrées,  
 écrivant au Roi pour lui annoncer le gain de cette  
 bataille, donna de grands éloges à ce chevalier<sup>2</sup>." In 1673.  
 the following year the Comte d'Estrées again com-  
 manded a French fleet of thirty ships of war, of  
 which De Tourville commanded one, and was then  
 united with an English fleet commanded by Prince  
 Rupert. The combined fleets attacked De Ruyter  
 moored off the coast at Schooneweldt. On this occa-

<sup>2</sup> Richter.

1673. —  
Lukewarm  
conduct  
of the  
French in  
an action  
off the  
Dutch  
coast.

sion Van Tromp opposed D'Estrées. It is again related that "all the French squadron, except Rear-Admiral Martel, kept at a distance," and all that we hear of the French Vice-Admiral, in this naval campaign, was that he wrote to the Minister Colbert: "Je voudrois avoir payé de ma vie la gloire que Ruyter vient d'acquérir."

At the close of the year all the fleets returned to their respective ports, and as soon as he landed, De Tourville repaired to the Court, where D'Estrées, like a good courtier, vaunted the praises of the young chevalier as "un des meilleurs officiers que Sa Majesté eut dans la marine." The death of his younger brother, in 1674, recalled him for a while to his family; whence, after having mingled his tears with those of his mother and elder brother at the family seat of Tourville, he returned to the Court to look after his material interests. Here, having found a warm friend in M. de Seignelai, the Minister of Marine, he got named to the command of a ship of war ordered to carry assistance to the revolters at Messina.

1674.  
De  
Tourville  
receives  
the  
command  
of a ship.

This expedition was under the command of M. de Valbelle. The revolters had obtained possession of all the forts commanding the road of Messina, with the exception of San Salvador; and in consequence the Spaniards had sought the aid of the allies of the Spanish Crown to crush the rebellion; accordingly a considerable force, under Don Bertrand de Guevara, had already entered within the Faro to resist the landing of the French. However, M. de Valbelle disembarked the few troops he brought with him, and obliged the governor of San Salvador to surrender. It became soon apparent to the King that the expedition that had been sent was unequal to the occasion, and, accordingly, a larger one was organized of nine ships of war, besides many other sail, which arrived on the 11th January, 1675, under

1675.

the Duke de Vivonne. The united force of the two 1675.  
 expeditions overcame all resistance, and Messina was  
 entered in triumph, and taken possession of by the  
 French. "*Ce beau fait d'armes*" is recorded to have  
 happened in this year's service by the Chevalier de De  
 Tourville off Reggio; when in command of "La Tourville  
 Syrène," one of the squadron of M. d'Almeras, and captures a  
 in conjunction with M. de Lery, he cut out of Spanish  
 harbour at midday a Spanish frigate of twenty guns, frigate.  
 in the teeth of the shore-batteries. De Tourville  
 was now raised to the rank of *Chef-d'Escadre*.

The Spanish King, feeling his inability to cope  
 with Louis XIV. by sea, invited the States-General  
 to lend him the services of the famous De Ruyter  
 with a Dutch fleet; and that of France was strength-  
 ened and better organized, and Admiral Du Quesne  
 was placed in command of it, M. de Vivonne being  
 now shelved with the dignity of Maréchal de France.  
 Nothing is recorded of our hero in the naval battle  
 of Stromboli, nor in the subsequent one in which De  
 Ruyter perished, in 1676, excepting this record of his  
 biographer, "que le Chevalier de Tourville y donna les  
 plus grands preuves de courage et de capacité—Ruiter  
 en parla avec des éloges;" and the year 1678 brought  
 out the Peace of Nimeguen.

Our hero had established his reputation both in his  
 profession and at Court; and, therefore, when in the  
 year 1680 Louis XIV. had the desire to amuse the  
 Queen with a grand pageant, it was suggested that  
 there should be held a great naval review at Dun- 1680.  
 kirk; M. de Tourville was therefore named by His De  
 Majesty to conduct it. Accordingly, about the mid- Tourville  
 dle of March, a small fleet having rendezvoused, the reviews a  
 King and Queen arrived at the fortress, and went on fleet at  
 board a yacht prepared for their Majesties' reception. Dunkirk  
 De Tourville took the helm of the royal yacht, to be at presence  
 hand to explain the manœuvres. The weather was of Louis  
 fine with a light breeze, and all the vessels were put XIV.

1680. on different tacks, and contested with each other to gain the wind or to keep it, and such-like exercises of sails and yards. The next morning was a sham fight, and all the means of boarding the enemy or repelling boarders were represented to the satisfaction of the King. The Chevalier de Tourville explained all these matters to the King, to His Majesty's great delight.

1682. On the 1st June, 1682, the King nominated the Chevalier de Tourville Lieutenant-General of his naval armies; and, having ordered an expedition to be prepared against the Barbary pirates, which had been entrusted to Du Quesne, he went to sea to watch the coasts of Provence, and returned to Toulon at the fall of the year. However, in May, 1683, De Tourville had the good fortune to meet with a Spanish ship of 14 guns and a crew of 150 men, and captured her after a rude combat.

1683. He captures a Spanish ship.

Notice of Colbert, the great French Minister. In 1683 died the famous Colbert, Marquis de Seignelai, the celebrated Finance Minister of France. He merits notice in this place because he was one of the first French statesmen who gave his attention to the Commercial and Royal Marine. He made both Marseilles and Dunkirk free ports, and founded the dockyards of Brest, Toulon, and Rochefort, and improved the Navy in all its branches. France is also indebted to this Minister for the colonies he established in the East and West Indies. Colbert was, in his origin, descended from the Scotch family of Cuthbert, and seems to have retained many of the characteristics of his race. If not a Puritan, he went as near the wind in his religion as the Most Christian King his master could endure; he has the credit of opposing Louvois and Louis XIV. in regard to the revocation of the Edict of Nantes, which, in less than two years after his death, was carried out, Madame de Maintenon encouraging her lover in these terms: "Il n'y aura bientôt plus qu'une religion dans le royaume: c'est le sentiment de M. de Louvois, et je le

erois là-dessus bien plus que M. Colbert, qui ne pense 1683.  
qu'à ses finances et jamais à la religion." —

The death of Colbert deprived De Tourville of this his best friend about the King. The Marquis de Louvois, who succeeded as First Minister, had never favoured him, but he was now colleagued with Du Quesne in the expedition of this year against the Barbary pirates.

In April, 1684, Louis XIV. determined to punish 1684.  
Genoa, because, under the shelter of that Republic, Attack upon Genoa.  
every kind of intrigue had been hatched against France. A fleet was therefore consigned to the charge of Admiral Du Quesne, and De Tourville. On the 5th May the fleet drew up before the city, and, after about ten days' negotiation, opened fire upon it on the 17th, doing very great injury to the public edifices. On the 24th it was resolved to make a descent, and De Tourville, accompanied by his nephew as a volunteer, headed this with 200 men, which was successful; but the death of the only surviving son of his elder brother occasioned him intense grief, so that he could scarce continue his duty. He does not appear to have done more than fire the suburbs and return to shipboard, when the bombardment was renewed, but the fleet soon retired beyond the Mole, and the enterprize was given up. Du Quesne was De Tourville blockades the port.  
now recalled, with the principal portion of the fleet, to France; but De Tourville remained in command of a squadron of observation, consisting of five ships of war and four galiots, to cut off the port from all commerce until the Doge made his submission.

The first condition insisted upon was, that the Doge Insolent treatment of the Doge of Genoa by the haughty Louis.  
and four Senators should repair to the foot of his throne and implore his royal forgiveness. Accordingly, they repaired on board De Tourville's flag-ship, who conveyed them to Marseilles, whence they repaired *par la diligence* by way of Lyons to Paris, which they reached on the 18th April. It was not, however, till

1684. the 15th May that they had their audience at Versailles, introduced, like any ordinary Foreign Minister, by M. de Bonneuil, *Introduceur des Ambassadeurs*, notwithstanding that as Doge he was both a Prince and a Sovereign, and entitled to higher honours. The Doge, in full habit of ceremony, was carried to his audience in one of the King's carriages, but he was not allowed any escort, nor was he received by any guard of honour at the great entrance. Every trifling incident was contrived in the cabinet of this mightiest of sovereigns to humble and to *bully* these most inconsiderable Republicans. This is the French account of the transaction: "Rien ne paraît plus tristement bouffon que de voir avec quelle morgue fière ce matamore Louis XIV. se prélassa de toute la hauteur de la France, si cela peut dire, au dessus de cette pauvre république, inoffensive et incapable de résister seule. C'était un bien niais et bien misérable triomphe que celui de recevoir en grande pompe à Versailles aux yeux d'Europe le Doge Lascaro humilié, soumis et repentant!"

1685. In 1685 an expedition under the Maréchal d'Estrées was sent to Tripoli to restrain the excesses of the Barbary nations upon French commerce, and in the instructions given, under the hand of the King himself, to the Maréchal, dated Versailles, 13th April, 1685, we find this paragraph: "Ayant estimé du bien de mon service de faire repasser incessamment l'envoyé d'Alger avec les esclaves qui lui seront restitués, j'ai donné ordre au Chevalier de Tourville de se rendre promptement à Toulon pour cet effet."

Arrogance of De Tourville on meeting some Spanish ships. In the course of the cruise of 1685 De Tourville encountered, on the 2nd July, near Alicante, the flag-ship of the Spanish Vice-Admiral Papachin, who was returning with two ships of war from Naples. Tourville was in a fifty-gun ship with two small frigates; but he summoned the Spaniard to salute the flag of France with nine guns, and, on a refusal, he fired into the flag-ship for an hour and a half. Of course the

Court of Spain was indignant at this outrage, and 1685.  
Europe chafed under such insults, so that the insuffer-  
able arrogance of the French in every land and every  
sea united the hostility of all the nations of Europe  
against Louis XIV., and hastened his just retribution.

The French, who twenty years before had scarcely a ship of war in any of their harbours, had raised themselves by perseverance in a judicious policy to become almost the first maritime power in Europe. While in alliance with the Dutch and English they had learned and had attained to the rudiments of the difficult art of ship-building, and had now acquired great experience in the method of fighting their ships, and of rearing a school of officers who could preserve order and system in naval engagements. The King likewise maintained a powerful army, so that the preparations for war he was in a condition to make were most formidable. It is here we are to fix the point of the highest exaltation to which Louis XIV. had ever attained. But that monarch, though more governed by motives of ambition than by those of justice and moderation, was still more actuated by the suggestions of vanity. He insulted and domineered over all the Princes and States of Europe, and thereby provoked their resentment without subduing their power, while those who approached his person, and behaved with submission to his authority, were treated with marked favour and politeness; even the highest potentates had successively felt the effect of his haughty, imperious disposition. Nevertheless, by indulging in unprecedented pomp and display, and employing all the flatteries of poets and courtiers, he succeeded in the establishment of an empire of *ton* in France, which set up more extensively than could have been done by his power alone, a system of universal superiority over all the civilized world. "Such a supremacy was in its very nature transitory. Empire, to be permanent, should be founded on justice,

Rapid  
rise of the  
French  
Navy.

The power  
of Louis  
XIV. at its  
highest  
elevation.

1685. morality, reason, and personal liberty; that of Louis XIV. was dissolute, showy, superficial, arbitrary, and notoriously unjust<sup>3</sup>."

The events with which our hero is connected are henceforth so interwoven with the characteristics of his Sovereign that, having related the aspect of affairs from an English point of view, it will be interesting to take a view of them from a French historian:—

The marriage of Louis XIV. with Madame de Maintenon only confirms the King in his insolent policy.

"L'année 1685 est celle qu'on assigne à la célébration du mariage clandestin de Louis XIV. avec Madame de Maintenon. De ce moment il parut s'être survécu à lui-même. Ses résolutions furent dorénavant inspirées par l'orgueil ou la superstition. Aucune ne fut conçue dans l'intérêt véritable de sa grandeur et de sa prospérité, et la plupart précipitoient la ruine de sa monarchie. Sa conduite à l'égard des étrangers n'étoit ni plus juste ni plus prudente. Il suffrit que le Maréchal de la Feuillade lui érigeât sur la Place des Victoires un monument où un luminaire brûlait devant sa statue, aux pieds de laquelle les nations de l'Europe étoient représentées vaincues et enchaînées. Il maintint à Rome, malgré le Pape, les franchises de l'ambassade française où tous les vagabonds ou malfaiteurs de l'Europe cherchoient un asile. Les autres puissances en possession d'un semblable privilège avoient renoncé à ce droit scandaleux. Pressé par le Nonce de les imiter, il répondit avec hauteur, 'que Dieu l'avoit établi pour servir d'exemple aux autres.' Ses usurpations appuyées par tant d'arrogance revoltèrent tout l'Europe. Le Prince d'Orange devint l'âme d'une nouvelle ligue, qui prit le nom du 'Ligue d'Augsburg.' L'Empereur, l'Empire, l'Espagne, la Hollande, le Savoie et presque toute l'Italie se coalisèrent contre la France<sup>4</sup>."

1688. The war broke out between the League of Augsburg and Louis XIV. in 1688, who as soon as it

<sup>3</sup> Hume.

<sup>4</sup> Bonnechose.



was declared despatched an army to the Rhine, which 1688.  
 the Dauphin was to command under Maréchal de  
 Duras, His Majesty at the same time, without issu- Louis  
 ing any declaration of war, seized all the ships of resolves  
 Holland that were found in French ports, and fleets on war;  
 were ordered to rendezvous at Brest and other and seizes  
 arsenals. De Tourville was designated to the com- the Dutch  
 mand of a squadron of five ships of war, and the ships in  
 King desired that he might give him his instructions his ports.  
 himself. His pleasure was that he should sail with all  
 expedition to the Channel, and there capture every  
 Dutch ship he could meet. Our hero had scarcely De  
 quitted Brest with his squadron, on the 2nd July, when Tourville  
 he sighted two ships in the offing which he took for an goes to sea,  
 enemy, and immediately gave chase. After a stubborn and makes  
 fight (for the Hollanders are ever stout antagonists some  
 at sea), his superiority of force gave him possession, captures.  
 and they were found a prize of value, said to have  
 amounted to three millions, which he immediately  
 sent into harbour under the convoy of two ships of  
 his squadron, and continued to cruise with the other  
 three along the coasts of Holland.

In 1689 De Tourville kept the new year by marry- 1689.  
 ing with Louise Françoise Laugcois, widow of the Marriage  
 Marquis de la Popelinières, and before the end of of De  
 January he resigned his Cross of the Order of Malta, Tourville.  
 and, upon the death of his elder brother, assumed the  
 title of Count de Tourville. His King complimented  
 the alliance by signing the contract of marriage,  
 and the wedding took place at Paris, attended with  
 great magnificence. The Maréchal d'Estrées having De  
 been put aside with a good government, De Tour- Tourville  
 ville was given the command of the fleet at Toulon, appointed  
 to undertake the dangerous service of carrying it to com-  
 Brest, notwithstanding the obstacles which it was mand the  
 foreseen that the confederated fleets of England and fleet at  
 Holland would oppose to impede their junction. Toulon.  
 He found at Toulon 20 ships of the line, 4 frigates, 5

1689. fire-ships, and other small craft; the crews of all the sail combined amounted to the respectable force of 6874 men. The fleet at Brest, consisting of 62 ships of war, was commanded by M. de Château-Regnaud, under the Minister of Marine himself, M. de Seignelai. The Confederate fleet could not bring together more than 70 sail, and accordingly the junction was happily effected in spite of them, and the command in chief of the united fleet at Brest was given to De Tourville, having the Minister of Marine over him. The King, as soon as he heard of the junction, transmitted his orders to M. de Seignelai to seek the enemy, in order to bring matters to the arbitrement of a general action; but although all parties were eager in this object they were doomed to some disappointment, as far as De Tourville was concerned, and he and the Minister quitted the fleet and repaired to the Court, where our hero rejoined his wife and passed the winter.

1690. In 1690 the King, in order to mark his satisfaction at the services of the Count de Tourville, named him Vice-Admiral-General of his naval army, and appointed him to the command of the Brest fleet, when he raised his flag, on the 9th June, on board "Le Soleil Royal," with a view of acting in the Channel against the fleets of England and Holland. Stress of weather obliged him to return to port, where he was joined by the squadron of M. de Château-Regnaud, having his flag on "Le Dauphin Royal," and M. d'Amfreville in "Le Magnifique," so that his fleet, composed of 78 ships of the line and 22 fire-ships, besides frigates, carried upwards of 4700 cannon. All went to sea on the 28th June with a favourable breeze, hoping to find themselves at sea before the English had left their ports. Nevertheless, when they sighted the Isle of Wight, on the 2nd July, the Confederate fleet of England and Holland was ready to receive them, the former under the flag of Her-

De  
Tourville  
made Vice-  
Admiral-  
General.

On the  
fleets  
sighting  
each other,  
orders sent

bert, Earl of Torrington, and the latter under that of 1690. Evertzen; but the utmost force that the confederates had assembled was 56 ships of war, Dutch and English. As soon as it was known in London that the French fleet was in sight, Queen Mary sent down a peremptory command to the Admiral to engage at all hazards, Her Majesty having received information that the Jacobites were to avail themselves of the presence of the French to excite a general insurrection, and it was therefore necessary that their fleet should be forced to withdraw from the British coasts.

There is always some confusion of dates at this period of history in consequence of the new and old style, so that the engagement that I am about to relate is said by the French to have been fought on the 10th July, and by the British and Dutch on the 30th June. However, what is more important, it took place in mid-channel, off Beachy Head, or, as the French call it, Bevezières.

Herbert made signal for close action at eight a.m., and half an hour afterwards the Dutch squadron, which formed the van of the Confederate fleet, attacked the rear squadron of the enemy under D'Estrées, and put them into some disorder. De Tourville had ranged his fleet to meet the attack in a curve, or half-moon; and it has been argued that it was indiscreet to have fixed his fleet in a formal line of battle, whereas, had he left every ship at liberty to do her utmost, the English would have undoubtedly been more roughly treated<sup>5</sup>. The Earl of Torrington, not being sufficiently on the alert, did not come into action till near ten o'clock, which delay occasioned a considerable gap in the Confederate fleet, and of this De Tourville availed himself, by making use of the advantage to overwhelm the Dutch, who, though they defended themselves most gallantly, were surrounded, and suf-

<sup>5</sup> Rapin.

1690. fered severely from the unequal conflict. They, however, with great judgment ordered their fleet to anchor; but the French, allowing their ships to ride, were carried away by the strong ebb-tide, or as De Tourville reports he should have forced the entire Dutch squadron to strike, had it not happened that, in a few minutes, the Dutch were out of danger. Moreover, the Earl of Torrington ordered the entire fleet to weigh, and stood to the eastward with the flood-tide.

The French pursue the Confederate fleet; destruction of the "Anne."

De Tourville admits, "Ils s'éloignèrent un peu de nous; nous sommes toujours en présence; le vent est toujours de leur côté." Nevertheless the French advance pressed on the pursuit resolutely as far as Rye Bay, where they came up with the "Anne," 70, on shore near Winchelsea, and sent on two ships to burn her, which her Captain only prevented by setting fire to her himself. De Tourville, however, stood in and out of the bays along the English coast, and one of his Captains attempted to burn a Dutch ship of sixty-four guns, which had got stranded in one of them, but her Commander defended her so stoutly that he could not succeed. Ultimately the Earl of Torrington retreated into the mouth of the Thames, leaving a few frigates to watch the motions of the enemy, and De Tourville remained master of the Channel.

De Tourville notwithstanding his success does not escape censure.

The entire English shore was placed in the utmost confusion from the apprehension of a descent by the French in favour of the Jacobite insurrection. In fact De Tourville relates, in his report to the King, "Si les galères étoient avec moi, je pourrais tenter quelque descente; ce qui feroit un très-bon effet, et feroit mieux connoître au peuple la défaite de son armée, qu'on tachera de lui cacher." The French Admiral sent home his nephew, the Marquis de Château-Morand, with his despatch, but so far from receiving the rewards that he had so justly earned, his Government blamed De Tourville for not making more use of his victory almost

as much as the Earl of Torrington was blamed for his 1690. defeat. The latter was brought before a Court Martial on the 10th December, but, after a full hearing and strict examination of the evidence on both sides, he was unanimously acquitted of treachery and cowardice, and of having sacrificed the Dutch. The Dutch Admiral Evertzen gave his testimony that "it had not ever been heard of that 22 ships fought so long against 82, of which 17 carried no less than from 80 to 100 guns."

— Torrington is acquitted. Evertzen bears testimony to the great inequality of the contending fleets. De Tourville makes a descent on Teignmouth, and burns a great part of the town.

De Tourville returned to Brest to refit; but in the first days of August received orders to carry his fleet (after detaching a squadron to the Irish Sea) to make a descent near Teignmouth. On the 5th the boats of the French fleet, with 1800 men, landed on the Devonshire shore, under the Comte d'Estrées, and attacked an entrenchment, from which a small garrison of 150 men were easily driven, and three guns taken. The churches were then ransacked, and the town set on fire, and 116 houses burned. The next step was to burn the shipping in the roads, which consisted of nine ships of forty guns, two of thirty, and one of twenty-four, all ready for service, together with eight sail of merchant-ships, laden with leather and hosiery; the whole affair not lasting more than five hours, without the loss of a single life. The guns and goods were safely carried off and put on board the fleet, and the men re-embarked on board the ships, which, taking up their anchors, sailed to Torbay, where they created a great alarm. A commemoration of this calamitous incident is perpetuated at Teignmouth, where one of the streets still retains the appellation of French Street.

The Count de Tourville now carried back his triumphant fleet to Brest, where it was placed in winter order, while the Admiral himself repaired to the Court, and was distinguished by his sovereign with every mark of satisfaction. The Marine Minister, M. de Seignelai, omitted nothing to prove to him that he deemed him

The French fleet returns to Brest.

1690. — worthy of his friendship and protection, and that he had nobly sustained the glory of the French Navy. It was indeed a real misfortune to De Tourville that he lost this amiable man and firm friend before the close of the year. He was son to the famous Colbert, and died at thirty-nine years of age. On his death-bed he sent for our Admiral to take leave of him, and to commit the naval honour of France into his hands.

1691. In the beginning of the year 1691 De Tourville's wife presented him with a son and heir, and the Count de Toulouse honoured him by holding the infant at the font. The fleets of all the contending powers were late this year in going to sea. It was the end of June before De Tourville quitted Brest, with a fleet of 75 sail, and crews amounting to 32,814 men. Although Lord Torrington had been acquitted by the Court Martial, the King of England deprived him of his command, which was bestowed upon Admiral Edward Russell, with a fleet of ninety-one sail, fifty-seven of which were line of battle. Lord Russell was ready for sea the beginning of May; but it was late in the month before the British fleet was joined by as many as twenty-eight Dutch ships of war, so that a great part of the months of May and June were spent to very little purpose. The Smyrna fleet had been expected home in the spring; and as the English and Dutch had a joint concern therein, to the amount of upwards of four millions sterling, both nations were apprehensive of its being attacked by the French. The instructions given by the new Marine Minister, M. de Portchartrain, to De Tourville had especial reference to this Smyrna fleet, of which they had express information that it had quitted Leghorn on the 7th April, and was expected to arrive in the chops of the Channel by the beginning of June. Admiral Russell had been directed to take the utmost care for its preservation; and, having appointed single ships to cruise at every point of the compass, traced it

Admiral Edward Russell appointed to command the fleet.

Russell baffles the attempt of De Tourville to capture the Smyrna fleet.

safely into Kinsale harbour, whither he carried his whole fleet for its protection. The instructions given to De Tourville being first and foremost to capture the Smyrna fleet if possible, the French extended their observation over such an extent of sea that Russell had no difficulty in escorting the Smyrna fleet first to Scilly and then to Plymouth, where he parted with it, on the 13th July, and stood across to the French coast, sending on Sir Cloudesley Shovel to look into Brest. In the meantime, ships on both sides were encountered and taken; and De Tourville, having captured the "Mary Rose," first learned from her that the Smyrna fleet had passed by.

Admiral Russell appears to have believed that Count de Tourville had orders from his Court to avoid fighting; but it appears from "Les Archives de Marine" that the French Admiral was much reflected upon for not fighting, a long despatch being extant from M. de Tourville to M. de Portchartrain in reply to the unjust reproaches that had been made against him<sup>6</sup>. Russell, on the other hand, was exposed

De Tour-  
ville and  
Russell  
incur cen-

<sup>6</sup> It will illustrate the character and ability of De Tourville, and may not be without its use in naval warfare, to transcribe a sentence of this Admiral's marginal notes to the "instructions" sent him by the Minister of Marine, Portchartrain, May 26, 1691. The King had desired that De Tourville would show his flag in the Channel as a protection to the French coast, but not attack if the enemy was his superior; on which he says, "J'ai déjà eu l'honneur de le dire au Roi. Dès le moment que deux armées sont en présence et en état de se pouvoir reconnoître, il est impossible d'éviter un combat, quand une armée ennemie voudra engager l'autre et qu'elle aura le vent, surtout dans une saison où la nuit n'est que de trois ou quatre heures, et où les coups de vent ne peuvent pas faciliter une séparation. Il n'y aura d'autre expédient que d'abandonner tous les vaisseaux qui ne seroient pas fins de voile; ce qui ne se peut pas pratiquer, car ce seroit une manœuvre qui intimideroit de telle manière les équipages, qu'il seroit très-difficile de les pouvoir rassurer, lorsqu'il faudroit combattre. Tous les officiers généraux et ceux qui ont la pratique à la mer conviendront de ce fait; et que le meilleur parti (quoique inférieure en nombre) est d'attendre l'ennemi

1691. to the censure of the House of Commons for withdrawing early in August to Torbay, when he found his antagonist gone into Brest, and he was directed by the Admiralty to put to sea again; but on the 2nd September he encountered a violent storm, which obliged him to send many of his ships into Plymouth to refit, after which the Dutch Admiral returned to Holland, with the first and second rates under his command; while Russell having despatched a squadron, under Vice-Admiral Delaval, to look after a French squadron reported to have gone to Limerick, returned to St. Helen's.

James II. and Louis entertain strong hopes of the defection of the English fleet.

It is not a little remarkable that Louis XIV. should have lived for some years in close intimacy with James II. without having learned the weakness of his judgment; yet it is no longer doubtful that the exiled King had succeeded in satisfying the King of France that the English nation were so attached to the Stuart family as to be almost unanimous in the desire for their restoration. Accordingly, in the calculations and arrangements undertaken by the French Cabinet at this period, the base of operations adopted for the year 1692 was an expectation that the British fleet with its Admiral might be expected to revolt in a body as soon as they found themselves in presence of the French fleets.

The truth was that King James, with all his faults and shortcomings, was better valued by the officers of the Navy than by any other set of men in England, most of them having served under him as Lord High Admiral, and many having been preferred by him when in that high capacity, which gave them a grateful

en bon ordre et de tenir une brave contenance." In the same frank spirit he answers a prohibition on the subject of *relâches*. "Le lieu des relâches dépend des vents et des accidents qui arrive à la mer. Il est de la dernière importance que toute l'armée relâche en même lieu et ensemble, par les inconvénients qui pourroient résulter d'une séparation."



esteem for his person. The Stuart agents boasted of this so far as to say they had brought back many of Russell's fleet to James's interests, including even the Admiral himself. It is admitted that Rear-Admiral Carter had been applied to by the Jacobites, but that he gave the British Government intimation of it, who ordered him to humour things, and to communicate all that he might be able to learn upon the matter. On the other hand, the Jacobites credulously gave in to what they wished, while James laid the whole matter before the Most Christian King, and procured from His Majesty an order to De Tourville "de combattre l'ennemi fort ou faible, et quoi qu'il peut arriver."

1692.

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De Tourville is ordered to fight at all hazards.

King William, before he quitted England in March, to resume the campaign in Holland, gave his instructions to Admiral Russell to use all imaginable diligence in getting the fleet out to sea, His Majesty assuring him at the same time that he himself would not fail to quicken the Dutch fleet. Information had now come in with much correctness that the plan of the French King was to concert with the malecontents in England an invasion on the coast of Sussex. An army was actually assembling on the shores of Normandy, under the Maréchal de Bellefonds, consisting of about 9000 French and about 14 battalions of English and Irish troops—the whole amounting to about 20,000 men, and King James was himself in the midst of them; while Louis XIV. was at the same time in full campaign with a great army in Flanders, where he took Mons. Maréchal des Loges was in Germany, Catinat in Italy, De Noailles in Spain; but the King looked with the greater interest to the efficiency of his navy. Several hundred transports and vessels of small draught of water were assembling in the French ports in the beginning of April, awaiting the arrival of the squadron from the Mediterranean, under the Count d'Estrées, which was to

James II. meditates a descent upon England, while Louis XIV. makes a diversion in Flanders.

1692. escort this expedition across the Channel. There happened, however, at this time such a continuance of storms and contrary winds, that D'Estrees could not come about with his squadron as soon as he hoped, and the English Admiralty had therefore leisure to collect two considerable squadrons, one under Sir Ralph Delaval, which arrived in the Downs about the beginning of March, and, the other of eighteen sail, under Rear-Admiral Carter, which was ordered to cruise as near the French coast as possible, in order to obtain the most correct information of what was going on there.

Queen Mary, at the head of the Regency, informed of the preparations going on, gave order for hastening the fleet out to sea. At the same time she issued warrants, under the authority of the Privy Council, for the apprehension of several suspected persons; and as a malicious and dangerous report was spread abroad that some of the officers of the fleet were disaffected to her service, Her Majesty instituted a rigid inquiry, and ordered some to be discharged from their employment, at the same time intimating to Admiral Russell that she had satisfied herself the report was "a thing devised of the enemy," and that she would take no further steps in it, which produced a unanimous address from all the officers of the fleet, "that they would with all alacrity and resolution venture their lives in defence of Her Majesty and the liberty and religion of their country."

As soon as De Tourville had been apprised of the presence of an English squadron off the coast of Normandy, he weighed anchor on the 9th May, and brought his fleet to Berteau, consisting of 37 ships of war and 7 fire-ships; but shortly afterwards he was joined by the squadron of the Marquess de Vallette, of 7 ships of the line, so that his entire fleet was raised to 44, or some say 63 ships of war and 11 fire-ships. Admiral Russell

Winds and storms  
baffle the  
attempt for  
some time.

Reported  
disaffection  
of the  
officers of  
the fleet,  
who in an  
address to  
the Queen  
declare  
their  
loyalty.

De Tour-  
ville and  
Russell are  
each on the  
alert.

had raised his flag at St. Helen's on the 8th May, and began forthwith to cruise with his fleet between the Isle of Wight and Cape La Hogue. On the 11th he was joined by the squadrons of Delaval and Carter, and by the Dutch fleet, so that the Confederate fleet numbered 99 ships of the line. When, on the 27th May, these facts were made known to the King of France, who was besieging Namur, together with the address of fidelity that had been presented by the officers of the fleet to the Queen Regent, he immediately sent a courier to King James, who was encamped at Barfleur, to assure him how vain was his hope of a defection in his favour, at the same time directing orders to be despatched to De Tourville that he should on no account engage, at all events until he had assembled the several squadrons of D'Estrées, De Laporte, and De Château-Regnaud. But it was already too late by the clock for De Tourville to receive these orders, for the opposing fleets came in sight on the 28th May.

1692.

De Tourville receives counter-orders from the King too late.

As soon as the Confederate fleet could be seen in its entirety, De Tourville ordered his own fleet to lay to, and summoned a Council of War on board his flagship, "Le Soleil," of which we have received a circumstantial account. It was attended by the seven superior officers of the fleet; and, as soon as they were seated, the Admiral walking up and down the cabin with his hands behind his back (as was his custom), addressed them: "Messieurs, la flotte ennemie est forte de quatre-vingt-huit vaisseaux; nous en avons quarante-quatre. Faut-il combattre, oui ou non?" He addressed men of service and distinction, such as De Gabaret the companion of Du Quesne against De Ruyter, D'Amfreville, Langeron, Coetlegon, the friend and the comrade of the Admiral, termed, "son matelot," De Villette, De Relongues, Cannetier—all brave men, the heroes of many battles, devotedly attached to De Tourville. The council, taken aback, made no

De Tourville holds a Council of War.

1692. further deliberation, but determined, with one accord-  
 — ant voice, that to accept battle would be to expose the  
 The Coun- fleet to certain defeat and destruction. De Tourville  
 cil of War advise to then read to them the King's letter, ordering that  
 fight they should fight the enemy under all circumstances;  
 notwith- and one after the other, rising from his seat with his  
 standing the great hand on his heart, each repeated successively, "En  
 the great inferiority mon âme et conscience, mon avis est qu'il faut com-  
 of their fleet. battre." After this scene the officers returned to their  
 Commence- ships; and the Admiral signalled, "Laissez arriver  
 ment of the Battle vent arrière sur l'ennemi." The Confederates' fleet  
 of Cape La was in good order by eight o'clock: the Dutch in the  
 Hogue. van, Russell in the centre, and Ashby in the rear.  
 May 28. The Dutch squadron was commanded by Admiral  
 Allemonde. It was half an hour after eleven before  
 Russell and De Tourville began the fight, at three-  
 quarter musket-shot distance.

The battle  
 is inter-  
 rupted by  
 a fog.

The battle commenced with a great deal of vigour  
 on both sides, and was carried on until about  
 one o'clock, when the French flag-ship had all  
 her rigging very much wounded. About two the  
 wind shifted; when five of the enemy's blue squad-  
 ron got round the English flag-ship, which had  
 all these ships to deal with till about four, when a  
 thick fog fell, so that neither side could see the other.  
 When this cleared a little Sir Cloudesley Shovel was  
 seen in the midst of De Tourville's red squadron, and  
 the French flag-ship was discovered towing off to the  
 northward disabled; but, the fog growing thicker than  
 before, the Confederate fleet anchored, and about eight  
 at night the firing ceased. On the next morning  
 the fog was so thick that it was difficult for either  
 side to move; but the Dutch got sight of the  
 enemy, and Russell chased, and in a little time the  
 entire French fleet were in flight, and the Confede-  
 rate fleet in active pursuit. So hard was the  
 French fleet pressed, that a great many ships ran  
 through the Race of Alderney, among such rocks

The French  
 retreat.

and shoals that the pilots of the English vessels would not dare to follow them. Three great French ships ran ashore, about eighteen got to the eastward of Cape Barfleur, and thirteen hauled close in with the shore near La Hogue. Vice-Admiral Rooke was sent after them, with several men-of-war and fire-ships, and burned six of them. Delaval and his seconds burned others. In all there were eighteen ships of war taken or burned, including the "Soleil Royal," 104, flag-ship of De Tourville, "L'Ambitieux," 104, flag-ship of M. de Villette, and "La Magnifique," 76, flag-ship of M. Coetlegon, and two 60-gun ships were sunk. The English lost none but the fire-ships "which were all spent upon action." 1692.  
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Great losses of the French.

The loss of the French fleet was sensibly felt by King James, who thereupon wrote to the King of France, from the camp on shore, "that he had hitherto with some constancy and resolution supported the weight of all his misfortunes, so long as he himself was the only sufferer, but he acknowledged that this last disaster had overwhelmed him, and that he was altogether comfortless, in relation to what concerned His Most Christian Majesty, through the great loss that had befallen his fleet<sup>7</sup>." James in his disaster feels acutely for Louis.

The news of the disaster that had happened to the French fleet was received by Louis XIV. with his characteristic "grandeur." "Je n'ai rien à me reprocher. Je ne commande point aux vents. J'ai fait ce qui dépendoit de moi: le reste est l'ouvrage de Dieu. Puis qu'il n'a pas voulu le rétablissement du Roi d'Angleterre, il faut espérer qu'il le reserve pour un autre temps. Tourville, est-il sauvé? On peut trouver des vaisseaux; mais on ne trouve pas aisément des hommes comme lui." As soon as circumstances permitted, De Tourville hastened to the Court, and had all the consolation that could be given to a warrior after a disaster, when his Sovereign hastened Louis XIV. receives De Tourville with great favour, and extols him for obedience to his orders against such odds.

<sup>7</sup> Rapin.

1692. to his coming with the remark, "Voilà un homme qui m'a obéi à La Hogue!" Laconic as was this remark, and, at first sight, commonplace, it was nevertheless a highly refined compliment before his Court, because it at once adopted to himself the cause of the defeat, and gave his Admiral credit for his dutiful obedience to his instructions. But no one could say things like this King, so that with considerable flattery, but with somewhat doubtful truth, he added, "Comte de Tourville, j'ai eu plus de joie d'apprendre qu'avec quarante de mes vaisseaux vous en avez battu quatre-vingt de mes ennemis pendant un jour entier, que je me sens de chagrin de la perte que j'ai faite." The name of De Tourville was greatly elevated by this support of his Sovereign, which was more than Majesty often deigns to confer and act upon; and there is abundant evidence that the Admiral obtained great reputation for his conduct. In the following year, 27th March, 1693, Louis XIV. nominated seven Marshals of France, and the name of De Tourville stands first on the list, although De Boufflers and De Catinat were in the same batch. As soon as De Tourville withdrew from His Majesty's cabinet, he received the felicitations of the Court as Marshal de Tourville, and at the same moment his friend, the Count de Château-Regnaud, presented him with a fair diamond, reminding him of the engagement they had made together when "brother mids" years before.

De Tourville made a Marshal of France.

Russell, notwithstanding his victory, is assailed on all sides, and dismissed from the command.

Very different was the fate of the conqueror. Admiral Russell was insulted by the Earl of Nottingham, by some letters and orders sent him from the Queen, and the House of Commons harassed him with many tedious inquiries and examinations, which raised a popular cry against him, so that it became necessary in the end to dismiss him from the command of the fleet.

1693. In the year 1693 the King directed in person his new Marshal to organize a new fleet, and De Tourville gave

such diligence to the task that he assembled seventy- 1693.  
 one ships of war, besides fire-ships, at Brest, and, —  
 having raised his flag on the 26th May, he went to De  
 sea. The English Vice-Admiral, Sir George Rooke, Tourville  
 had been sent with a squadron of twenty-three Eng- organizes a  
 lish and Dutch men-of-war to convoy the Smyrna new fleet.  
 fleet through the Straits. The French had obtained  
 exact intelligence of this rich fleet, which had laid in  
 port near a year and a half waiting for a convoy, and  
 accordingly a scheme was laid for surprising it as it Scheme for  
 left the Mediterranean for the Channel; they had surprising  
 arranged that the fleet in Toulon should rendezvous, the Smyrna  
 with De Tourville's fleet from Brest, in the Bay of fleet.  
 Lagos, on the coast of the Algarves, in order to  
 surprise it; and here accordingly, on the 28th May,  
 ninety-three sail of the line were assembled. The  
 English Government obtained a late knowledge of  
 this fact, and instantly despatched the Channel fleet,  
 consisting of sixty-nine ships of the line, to bear away  
 for Lisbon. This, by some unaccountable disobedience  
 of orders, was not done, and of their own accord the  
 English flags came to the determination of remaining  
 in the Channel, lest the coasts of the United Kingdom  
 should be exposed to insult.

On the 17th June Sir George Rooke arrived off The French  
 Lagos Bay, with twenty-three ships of the line, Eng- sight Sir  
 lish and Dutch. These were sighted by the French George  
 scouts, who reported 140 sail fifteen leagues from the Rooke in  
 Straits. Marshal de Tourville immediately ordered the Lagos Bay.  
 anchors to be raised, and carried the fleet off Cargos.  
 As soon as the Dutch Vice-Admiral saw the fleet he  
 sent a message to Rooke, that they were but four  
 miles distant from him, and that he thought it best  
 to avoid fighting; but Sir George thought they were  
 already too near to think of retreating; nevertheless,  
 in deference to the Dutch Admiral's opinion and  
 advice, he brought to, which also gave time to the  
 heavy ships of the convoy to work up to the wind-

1693. ward; but he ordered all the small vessels to run for the nearest port, in the Faro, St. Lucar, or Cadiz.

De  
Tourville  
attacks the  
Confede-  
rates, and  
makes  
several  
captures.

Although he had the wind so much against him as to require that the ships should tack, the Marshal led his fleet down upon the convoy and the fleet. In their course M. de Gabaret was detached with twenty-two ships of war to weather the British squadron, but he dallied and amused himself with two Dutch men-of-war and some merchantmen of the fleet, all of whom he captured with great difficulty, and only after a gallant and desperate defence. Indeed this combat was such as to astonish De Tourville himself, for when the Dutch Captains Schryver and Van der Poel were sent on board the flag-ship to deliver their swords, he demanded of them whether they were men or devils, for the one had fought eleven French ships of war and the other seven. Rooke, with fifty-four of the convoy clinging around his flag, stood away for the Madeiras, while De Tourville had to run after the scattered convoy as he could. In this way the action, if it may so be called, continued all through the two next days. Some of the flying merchantmen blew themselves up to avoid capture, but the French claim to have taken two ships of war and twenty-nine merchantmen, and destroyed about fifty more. M. de Coetlegon pursued four of the largest Smyrna ships as far as Gibraltar, but the guns opened on the French, who checked the pursuit, but held on before the rock so tenaciously that nine or more vessels fell into their hands. The French put a fabulous value on the mischief done on this occasion, placing it, "by authority," as high as sixty millions of livres, whereas if they had captured the entire fleet and convoy the estimate could not have exceeded four millions, while the value of the cargoes and men-of-war together, lost to the Confederates, could only amount to one million sterling at the farthest.

Rooke  
sails to  
Madeira.

The losses  
though  
great were  
much exag-  
gerated by  
the French.

This disaster to their trade created a great ferment



both in England and Holland. In England the 1693.  
 clamour attained to a great height: people scrupled  
 not to say that the counsels of the nation were be- Great dis-  
 trayed, and their suspicions rose to this quarter— content in  
 the Marquis of Caermarthen and the Earls of Roches- England  
 ter and Nottingham, the latter more immediately and Hol-  
 charged with the administration of the Navy, and who land at the  
 had acquired great credit with the Queen. It was losses of  
 said that the French had obtained information from the Smyrna  
 the Government, and were thus previously acquainted fleet: an  
 with the motions of the fleets. An inquiry in relation inquiry  
 to the Smyrna fleet was instituted, which took up instituted.  
 much time, and held long. In conclusion, no ground  
 was found sufficient to condemn the Admirals, as they  
 had followed their instructions.

De Tourville, instead of following Rooke to Madeira, made an unsuccessful attack on Cadiz, and, passing into the Mediterranean, sailed along the coast of Spain, destroying some English and Dutch vessels at Malaga, Alicant, and other places, after which he repaired to De Tour-  
 Toulon with his collected fleet. Here the Marshal was ville and  
 received with a grand ovation. Tables were laid out his men  
 in the streets, balls were given by the authorities and are fêted at  
 by individuals, and about 70,000 sailors, with 4000 Toulon.  
 officers, shared the hospitality that was principally  
 addressed to the heroic Maréchal de Tourville for all  
 his maritime success. On the 14th September he left  
 Toulon with the Brest fleet, which he carried into port  
 in safety on the 20th October, when he struck his flag  
 and repaired as usual to the Court, where the King  
 received him with his accustomed favour and distinc-  
 tion.

In 1694 Louis XIV. caused his arsenals considerable 1694.  
 occupation in getting his fleet ready for the prosecu-  
 tion of the war, and Maréchal de Tourville was ordered  
 to assume the command of the fleet in the Mediter-  
 ranean, with the object of seconding the enterprize  
 of the Maréchal de Noailles against Catalonia, and to

1694. watch the proceedings which it was apprehended were contemplated by the enemy on the Italian shores. It anchored in the Bay of Rosas, on the 24th May. The English thought to take advantage of the departure of the Maréchal with his fleet from Brest by sending a conjoint expedition, under Admiral Russell and General Tollemache, to ravage that port and arsenal, which left England on the 29th May, but returned after a most fatal miscarriage on the 15th June. The fleet was then sent to bombard Dieppe and Dunkirk, and infernal machines were employed to alarm the French coasts in the absence of the French fleet in the Mediterranean.

The English fail in their attack on Brest, but bombard Dieppe and Dunkirk.

The French fleet in the meanwhile had little duty but to convoy the supplies required by the army for the sieges of Palamos Gerona, Oslatria, and Castelfolet, all of which surrendered to Marshal de Noailles, who then resolved to lay siege to Barcelona. De Tourville accordingly embarked men, arms, and ammunition in sufficient quantity for such an enterprize.

De Tourville blockaded in Toulon by Admiral Russell.

At length, on the last days of July, Admiral Russell appeared before Barcelona with a confederate fleet, English and Dutch, consisting of 136 sail, of which 88 were of the line; and Maréchal de Tourville, not considering himself in a condition to look such a fleet in the face, withdrew his fleet, pursuant to orders, into the port of Toulon. Here he took all the means at his disposal, by signals along shore and by scouts afloat, to keep himself well informed of the whereabouts of the enemy, while he kept a vigilant eye upon the condition of his own fleet for service, if required, by keeping it clean, and in good rigging. In this way the advices he continued to receive during the winter of Admiral Russell's force, and the estimate he had formed of his diligence, prevented the French fleet from quitting port all through the winter, and accordingly the Maréchal obtained leave from the King to repair to his government of the Pays d'Aunis, where he was

enabled to have an eye upon La Rochelle at a moment when the English were making vast use of infernal machines, which at this period had been employed in some of the ports of France with great injury to their ships and arsenals. An adventurer of the name of D'Aragne, a native of Bayonne, invented one, which was tried at Rochefort, and in a great measure succeeded; but in a similar attempt at Toulon, he was discovered, and De Tourville had him shot. At this time also an adventurer of the name of Petit laid a plan before the Maréchal for the destruction of the Spanish port of Cartagena in retaliation. As the expense of the proposed enterprise was very great, and the promised reward immense, a company was formed under the Baron de Pontis to supply the means for this object, and share the profits as a private speculation. The expedition, consisting of ships and soldiers, appeared before Cartagena on the 12th April, 1697, and so completely were the Spaniards taken by surprise that an immense booty was obtained, and all the fortifications of the port destroyed.

1694.

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1697.

Successful  
French  
attack on  
Cartagena.

While the Maréchal was in his government he received the intelligence of the death of his elder brother in the spring of 1697. He left one son, having lost the other two, who perished on the field of honour by the side of their distinguished uncle.

The finances of all the belligerents had now, in the eighth year of the war, arrived at such a condition of exhaustion as forced upon them the necessity of devising some expedient to establish peace, which was, indeed, rendered probable already by the languor of military operations in 1696. Propositions therefore were made to the French King to acknowledge William III. as King of Great Britain, and to restore his conquests, the result being the Peace of Ryswick, concluded in October, 1697, between all the European family.

Peace of  
Ryswick

Maréchal de Tourville established himself at Paris,

1697. feeling already the necessity of some repose after the part that had fallen upon his energies throughout the war. His health had been seriously affected by it, and the King perceived that he was not so constant in his attendance on the Court as he used to be. When, therefore, on the death of Charles II., King of Spain, Louis XIV. bestirred himself again to take the field against the whole of Europe, in the interest of the succession of his grandson Philip, Duke d'Anjou, he directed that his fleet should be placed in readiness for action, and sent to De Tourville to command that which should protect the Mediterranean; but the Admiral sent his duty to his Sovereign, to say that he had sufficient warning that his glass was run, and that he must dedicate the remainder of his days to heaven. The Count d'Estrées was accordingly nominated in his place, and the Maréchal lingered until the night of the 27th-28th May, 1701, when he yielded up his soul at the age of fifty-five years. He left two young children, a boy and a girl, to both of whom the King conferred a handsome dotation. The son became a Colonel in the army, and was killed at Denain in 1712, and the daughter married the Count de Bressar, and has left descendants.

Death  
of De  
Tourville,  
May 27-28,  
1701.

His  
character.

The Maréchal Count de Tourville is certainly among the most eminent of the naval heroes of France, and one who has given the greatest share of maritime glory to the age of Louis XIV. He was one of the first naval commanders who may be said to have belonged to the Court; but he evinced nothing of its effeminacy, either in seeking its ease or neglecting his own calling for its fascinations. Indeed he shared in all the perils of the profession, and evinced much judgment and prudence in every command. His carrying his fleet into action, at the battle of La Hogue, at the positive command of the King, when he knew himself to be out-numbered  $\frac{1}{2}$  two to one, was a most noble devotedness, and the King was generous

enough to acknowledge and reward it. He appears to have given his attention to many useful details of marine war, especially to the perfecting of signals, and to have made himself a very great adept in the manœuvres of a fleet. Perhaps also De Tourville did more than any of the sea warriors who had preceded him in making the service of the Navy a more creditable and acceptable service in France than it had previously been <sup>8</sup>. 1701.  
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<sup>8</sup> Vie de Tourville; Mémoires de Tourville; De Quincey, Histoire Militaire; Trognon, Histoire de France; Archives de la Marine, Eugène Sue; Life of De Ruyter; Lediard's Naval History of England.

# ARTHUR HERBERT, EARL OF TORRINGTON.

ENGLISH ADMIRAL.

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Born . . . Died 1716.

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THE subject of this notice was of good Welsh blood, being a grandson of Sir Richard Herbert of Coldbroke, in the county of Pembroke, from whom was descended the celebrated Lord Herbert of Cherbury. He was the son of Sir Edward Herbert, Attorney-General to Charles I., and Lord-Keeper of the Great Seal to Charles II., when he was in exile. Nothing is, however, known with certainty either as to the place or date of his birth, and it is remarkable that one who had played so high a part in public affairs, both civil and military, should not have found a place in any biographical dictionary.

Some  
account of  
Herbert's  
father from

As a slight episode, although altogether foreign to the life of our hero (excepting in so far that Sir Edward was his father), it may be interesting to tran-

scribe an anecdote from Lord Clarendon:—After the battle of Worcester the King was without any Great Seal, for it had been lost there. But at Paris His Majesty employed a graver to prepare a Great Seal, which he kept himself, and never intended to entrust to any man's keeping; but, Herbert being still the holder of the office of Attorney-General, the Queen urged her son to institute him Keeper of the Great Seal, which was a reasonable promotion in ordinary constitutional practice. The King knew the man well, and had neither esteem nor kindness for him; nevertheless, when importuned, the good-natured monarch was not able to refuse it. He believed, indeed, it might put Sir Edward Herbert in good humour; and so indeed it did, for he was wonderfully delighted to have it. In 1652 the King was induced to remove from Paris, and in making out a list of those whom he intended to wait upon him in his progress, he left out the name of his Lord-Keeper of the Great Seal intentionally, because of the vexation that Herbert's doubts and difficulties always gave him. Sir Edward soon discovered that he was to be left behind, and asked His Majesty whether he might not have the honour of accompanying him; when Charles answered, "No; for he should not require any use of the Seal, and intended to make the journey without even the ease and accommodation of a coach in which he could carry it" (which in truth Charles did, putting his coach-horses into a waggon wherein his bed and clothes were carried; nor was he indeed owner of a coach for some years after). The Keeper expostulated upon the dishonour it would be to a King to be without his high officer, and to himself for being left behind; so the next day he brought the Great Seal and delivered it to the merry monarch, and solicited "that he would sign a paper, in which His Majesty acknowledged that he had received the Great Seal from him;" which Charles very willingly signed, and never saw Sir Edward Herbert afterwards' 1652. — Clarendon's History.

1666. — Our hero Arthur was bred up in the sea service, and, after the restoration of Charles II., was appointed Lieutenant of the "Defiance," in 1666, and in November following was promoted to the command of the "Pembroke," frigate. In this ship he had an early opportunity of distinguishing himself; for, sailing soon after his appointment into the Mediterranean, he there fell in with a Dutch frigate of superior force, and gallantly engaged her from two in the afternoon till night separated them. That his adversary might not lose company in the darkness, Captain Herbert, with much spirit, hoisted a light; in the morning, however, the enemy had bore away, and, being the better sailer of the two, succeeded in reaching Cadiz before the "Pembroke" could get in. Herbert followed in, but found his ship had become so foul that he was obliged to have her hove down for some repair, during which defenceless state his Dutch opponent bragged exceedingly of his prowess, and continually fired guns over his ship in defiance. After the "Pembroke" was repaired, Herbert lay ready to slip his cable at a moment's notice; and immediately he saw the Dutchman under weigh he stood after him to engage. A bloody combat ensued, and the adversary had the worst of the engagement, but, by his superiority of sailing, effected his retreat into a neutral port the second time; and our Captain could never get another chance for his revenge.

After this gallant affair, which gained him credit, Herbert returned to England with a convoy, but lost his ship in a collision with another English ship of war off Portland. This misfortune, however, did not lose him employment; for he was soon after appointed to the "Constant Warwick," and sailed in her to the Mediterranean, where, in May, 1671, he engaged for nearly three days successively two Algerine frigates, and would have captured them had not his ship been too much crippled to pursue them. In 1678 he com-

Herbert receives his first command; and distinguishes himself in an action with a Dutch frigate.

1671. Serves in the Mediterranean.

1678.



manded the "Rupert," and sailed again to the Mediter- 1678.  
 ranean, where—in an action with the Barbary corsairs, <sup>1s</sup> —  
 when he captured his adversary—he was wounded and wounded.  
 lost an eye.

In 1679 he succeeded Sir John Narborough in the 1679.  
 command of the Mediterranean fleet, and was raised to Herbert  
 the rank of Vice-Admiral; and his chief exploit, after is made  
 he had obtained his flag, was the defence of the town a Vice-  
 of Algiers against a squadron of five frigates, which Admiral;  
 the Dey had fitted out for the purpose of obtaining and repulses  
 compensation for the losses his people continually the Dey of  
 sustained against the vessels of England. In this Algiers.  
 service he proved himself as brave and expert an  
 officer by land as he had before shown himself by  
 sea; and when it was resolved to abandon the place,  
 he directed the demolition of the defences with so  
 much ability and success that it never again became  
 a harbour for pirates. For these services he was con-  
 stituted Rear-Admiral, and, shortly after his return  
 home, one of the Commissioners of the Admiralty.

On the accession of James II., Admiral Herbert 1685.  
 was considered one of the persons most in favour with  
 the new monarch, who caressed him greatly, and  
 appointed him Master of the Robes, and he sat in  
 Parliament for the Cinque Port of Dover. But this  
 gleam of Court favour was soon overcast. Upon his  
 being pressed by the King to promise that he would  
 vote the repeal of the Test, he answered the King very  
 plainly that he could not do it, either in honour or  
 conscience. The King replied that he knew he was a  
 man of honour, but the life he led did not look like a  
 man having very much regard to conscience. Herbert  
 answered boldly that he knew he had his faults, but  
 that they were such that other people who talked  
 more of conscience were guilty of the like. He knew  
 that he abandoned himself too much to luxury and  
 vice, that he had no patrimony, but that, having places  
 to the value of 4000*l.* a year, he chose to jeopardize it

1685. all rather than comply. This conversation made much noise; for, as the Admiral had a great reputation for his conduct in sea affairs, so he had been passionately zealous in James's service from his first setting out to this day. It appeared from this that no past services would be considered by that King, if men were not resolved to comply with him in every thing. The Admiral's brother was at this time Chief Justice of England, who had been appointed, although an indifferent lawyer, for the high notions he entertained with relation to the King's prerogative. He, however, could not go the pace required by His Majesty, and openly opposed his proceedings against the Bishops. Admiral Herbert, being dismissed from all his employments, went over to Holland, where he was received with particular regard, and his pride and ill-temper were humoured by the Prince of Orange. Herbert is always spoken of as a man delivered up to pride and sensuality, but as having a good understanding; he had gained a name in England by his steady politics, so that the Prince understood that it was expected by the party that he should court him in the manner he himself would admire. He therefore became one of the principal confidants and advisers in all the measures respecting the Revolution.

Herbert,  
dismissed  
from the  
command,  
goes to  
Holland.

1688. With the expedition which the Prince of Orange meditated for a descent upon England, the naval command was committed to Herbert, whose fleet consisted of about fifty sail, most of them third or fourth rates, all commanded by Dutch officers, and about 500 transports to carry the military force of about 15,000 men, under Schomberg. It was thought a rather odd thing that while the naval force was for the most part Dutch, the chief command should be given to Admiral Herbert, and this was not much liked either by the States nor by the Prince himself; but nothing less would content Herbert. However it was understood that he represented the Prince's person as commanding

Herbert  
appointed  
by the  
Prince of  
Orange to  
command  
the fleet  
intended  
for the  
descent  
upon  
England.

in chief, and his appointment was doubtless a politic one, with a view to engage the English fleet to come over to the patriot side, and to encourage the seamen to desert. In order to do this more effectually, Herbert first addressed a letter to his comrades in the sea service, and then stood over to the Downs with the Dutch fleet, in order to learn what effect his exhortation had produced. At the first essay his success was not promising, so that after a fortnight's cruise he returned to the Dutch coasts with a better opinion of the King's fleet and a worse opinion of the one he commanded, which was neither as strong nor so well ordered as he expected.

1688.  
—  
Herbert  
tampers  
with the  
officers  
of the  
English  
fleet.

Departure  
of the  
Dutch  
fleet for  
England.

The Dutch  
army  
landed at  
Torbay,  
Nov. 5.

On the 19th October the Prince of Orange went on board, and the whole fleet sailed. But a great storm arose the same night, against which it was not possible to struggle. The fleet returned to port rudely handled on the 21st. Violent storms continued to prevail during the entire month, but on the 1st November the fleet finally put to sea. On board the ships there sailed the Earls of Shrewsbury and Macclesfield, the Lords Mordaunt, Wiltshire, Paulet, Elan and Dunblain, Mr. Herbert, the Admiral's brother, Colonel Sidney, Sir Rowland Gwyn, Dr. Burnet, Messrs. Russell, Harbord, Ferguson, and others. The intention was to have gone to the northward, to have landed the army in the mouth of the Humber, but a strong east wind rendered this impracticable, and the signal was made to steer westward. The same wind, however, that diverted the Dutch fleet from its object kept the King's ships in the river, and, in a foggy day, they passed the mouth of the Thames undiscerned. They had now the sea open to them with a fair wind, and Torbay was thought the best place for so great a fleet to lie in, and there the army was securely landed on the 5th.

The King's fleet, under the Earl of Dartmouth, a gallant, loyal, and active officer, stood to sea after the Dutch with a resolution to fight them; but the wind

1688. — that now blew was more favourable to Herbert's course than to Dartmouth's; so that it was two or three days before the King's fleet came before Torbay. It was thought remarkable that the naval force, which James II. had cultivated with so much care, and on which he depended so much, and had placed under an Admiral who was not only a man of quality but one on whose fidelity he could absolutely depend, an experienced officer and a man extremely beloved by the sailors, should have rendered so little service to his cause: yet it does not appear that he sent them any orders; and it soon became very notorious that as soon as they had retired to the Downs, several officers of the royal fleet, known or well suspected, were summarily dismissed: it is yet more strange that the King made no use of the French power at sea, although he was in the strictest alliance with that Court, and the naval power of France had attained to such a height, as to have been readily able to contend with the Dutch and English together. As soon, however, as Lord Dartmouth saw how little it was in his power to secure the mastery, he wisely yielded to necessity and returned to the Downs. In justice to the character of James II. it may here be said that he left behind him as numerous, and, in every respect, as complete and well furnished a navy as England had to that time ever seen. Of 173 ships of all rates, 110 were ships of the line, of a tonnage of upwards of 100 tons, with nearly 7000 guns and 42,000 men.

Herbert created Earl of Torrington and Baron of Torbay.

1689. As soon as King William had settled his government he made Herbert First Commissioner of the Admiralty, and created him Earl of Torrington and Baron of Torbay; who without waiting for his patent raised his flag, and sailed in the beginning of April, 1689, in command of a fleet, consisting of twelve sail of the line, to oppose the French fleet, under M. Château-Regnaud, who had conveyed King James

and his army to Ireland, and landed them at Kinsale. 1689.  
 Herbert's fleet was afterwards reinforced to eighteen sail  
 of the line, two frigates, a fire-ship, and other smaller  
 vessels. On the 29th of the month he sighted the  
 enemy's fleet entering Bantry Bay. The French fleet  
 consisted of twenty-eight men-of-war, most of them  
 of 60 and 70 guns, who immediately got under sail  
 and bore down on the British in a very orderly line,  
 and their Admiral threw out the signal for battle.  
 The fleets were soon warmly engaged, and continued  
 so till five in the evening, when they mutually separated,  
 Herbert sailing to the Scilly Islands, and  
 Château-Regnaud to Brest. After continuing to  
 cruise for some time, and having followed them  
 to and fro in the soundings, Admiral Herbert put  
 into Portsmouth, where King William came down to  
 visit the fleet. This was thought to have been an  
 act perfectly well judged by that Prince; for you  
 must keep up the spirit of seamen if you expect  
 great things from them. William remarked of the  
 battle of Bantry Bay that such actions were necessary  
 at the beginning of a war, although they might  
 be rash enough afterwards; which shows the great  
 penetration of the Prince, for it is quite true that  
 circumstances affect the question of prudence and rash-  
 ness in all military and naval affairs.

The Earl of Torrington now gave his attention to his  
 duties as Chief Commissioner of the Board of Admiralty,  
 which was composed under him of the Earl of Carbery,  
 Sir Michael Wharton, Sir Thomas Lee, Sir John Chicheley,  
 Sir John Lowther, and Mr. Sacheverell. Loud complaints  
 were made in the House of Commons, as soon as Parliament  
 assembled, of the conduct of affairs at sea. Some talked  
 of treason and treachery, or something very black in it;  
 but in real truth the entire Government was but half  
 settled: the funds of the revenue were low, and consequently  
 the fleets had been sent out ill-paid, ill-manned, and  
 poorly victualled.

Action in  
 Bantry  
 Bay,  
 April 29.

Torrington  
 made Chief  
 Commis-  
 sioner of  
 the Board  
 of Ad-  
 miralty

1689. The Commons, however, in defence of their own characters, threw the miscarriages upon the other department, and the victuallers of the fleet were sent for, in custody of the Sergeant-at-arms, to answer to the said complaint. Lord Torrington, however, had lost all his popularity out of doors by the short-comings of his action, for although the French had loudly ascribed to themselves the honour of the day, they had gained no advantage by it at all. However the bearing of the man at the Board was so dictatorial and offensive, that, so far from standing up for his colleagues, he consistently disparaged them, and hoped, as it was thought, to have been advanced to the high trust of Lord High Admiral in room of any Board at all.

He is  
superseded  
by the  
Earl of  
Pembroke.

However, the administration thought it better to get rid of him, and they made him resign to make room for Thomas, Earl of Pembroke, a most popular nobleman, whose appointment gave great satisfaction.

The Earl of Torrington still continued, however, in the command of the fleet. There is nothing better understood in England than the absolute necessity of assembling early in the year a strong fleet to command the Channel. Nevertheless, in the year 1690, our maritime proceedings were slow, and it was late before the Dutch sent their fleet to sea; indeed things had now so far changed, that the energy of the French brought their fleet to our shores, superior both in ships and force, and with such readiness that the English knew nothing of them until they heard that they had entered the Channel. De Tourville came forth from Brest, on the 12th June, with a fleet of seventy-eight men-of-war and twenty-two fire-ships, and, on the 20th, appeared off the Lizard, where they captured some fishing-boats. Lord Torrington was habitually indolent and reckless, as men of pleasure mostly are, and was surprised when he heard this; but, putting to sea with all the ships he had, he stood to the south-east on the 21st, leaving orders

1690.  
Great  
energy of  
the French  
in maritime  
affairs at  
this period.

for all Dutch or English vessels to join him as fast as they might arrive. The same evening he was joined by some ships, and at daylight on the 23rd he found himself in presence of the enemy. The Dutch fleet, under Evertzen, opportunely came up to him the next day. He had thus collected fifty-seven men-of-war, and would have desired to have awaited the junction of Sir Cloudesley Shovel's squadron, but the Queen Regent, alarmed at the report she had received that her father's adherents intended a general insurrection, sent peremptory orders to Herbert to fight and to force the enemy to withdraw from the English coast.

1690.

—

De Tour-  
ville's fleet  
is sighted  
by Tor-  
rington.  
Peremp-  
tory orders  
of the  
Queen  
Regent.

The two fleets continued looking at each other; and though the English were outnumbered by about twenty sail, nevertheless, in obedience to the order the Earl of Torrington had received, he threw out the signal for action at daylight, on the 30th June, and bore down upon the French fleet while it was under sail, with their head to the northward. The action began about nine, just off Beachy Head. The Dutch led the van, and, with their accustomed gallantry, advanced so far out of the line that, although at first they gained some advantage, and put the enemy into some disorder, they outsailed the English ships, and put a great opening between the blue and red squadrons, the latter commanded by the Earl in person. De Tourville took advantage of this error, to fall furiously on the Dutch, front and flank, while Torrington, when he endeavoured to go to their support, got becalmed. Their Admiral Callemburg, however, with great daring and judgment, ordered all his fleet to cast anchors while their sails were standing. This was not understood by the French, who were carried forward by the strong ebb-tide, while they stood still, but this manœuvre arrested their danger. The continuance of the calm now obliged the Earl to order the whole Confederate fleet to anchor for the night. The Dutch

Battle off  
Beachy  
Head,  
June 30;  
partial  
success of  
the French

1690. had, however, suffered in the contest so severely that it was resolved in a Council of War the same afternoon, that it would be most advisable, in order to preserve the fleet, to retreat rather than to hazard a renewal of the engagement under this increased disadvantage. The Confederate fleet accordingly weighed in the night, and stood away towards the mouth of the Thames, and the error of the enemy in not having anchored when they drifted, gave such an advantage to the Earl that he carried off his fleet in safety, notwithstanding that the French pursued as fast as they could. De Tourville, however, remained master of the Channel, and carried the French fleet into Torbay, where it continued till the 5th of August.

De  
Tourville  
remains  
master  
of the  
Channel.  
Great  
dissatisfac-  
tion, but  
confidence  
is restored  
by the  
battle of  
the Boyne.

Both Admirals were almost equally blamed, the one for not continuing the fight, and the other for not keeping close to the enemy, yet the Confederates had had the worst of it. The English lost two Captains and two men-of-war, the Dutch six ships of the line and two Admirals, while the French did not lose a ship, and were enabled to insult the shores of England with impunity. The nation was kept at once in continual apprehension of a descent from the enemy, and of an insurrection from the friends of King James, until very happily the battle of the Boyne was fought, which gave security to the cause of the Revolution.

Torrington  
is brought  
to a Court-  
Martial,  
but is  
acquitted.

The Earl of Torrington struck his flag, and repaired to London, where he was examined before the Privy Council, and justified his conduct with great firmness. The secret enemies of the Government, however, who desired to embroil matters, moved that the Earl should be impeached in Parliament. The King was much incensed against this Lord, but opposed an impeachment by Parliament, so that the Commissioners of Admiralty named a Court-Martial to be held at Sheerness to try him. The Court assembled on board the "Kent," frigate, on the 10th December, Admiral Sir Ralph Delaval being President; and the Earl was committed



prisoner to the Tower, having been the first English Admiral that had ever been called to account in such a manner. He was accused of having rendered himself a mere spectator of the battle, but in this he was unjustly condemned, and it is said by the French themselves that "he deserved to be rewarded rather than censured, since he had preserved the best part of the fleet from being totally destroyed, and the Confederate fleets had for above three hours evinced very great valour, and performed exploits worthy to be recorded in history." The Admiral defended himself with great clearness of reason, and extraordinary composure of mind, and concluded his defence by asserting that his conduct had saved the English fleet. After a full hearing, and strict examination on both sides, the Earl was unanimously acquitted. He thus came off safe as to his person, but under his general unpopularity was left so much injured in his reputation, that he never raised his flag again. The King withdrew all countenance from him, and this gave him marked mortification. His Lordship, however, continued to give his general support in Parliament to the King's Government, but did not hesitate to oppose it when he felt bound in conscience to do so, always giving his reasons, and embodying them in a formal protest. He died on the 13th April, 1716, at an advanced age. He was twice married, but by neither lady had any issue, so that his titles ceased with him at his death. Herbert left the bulk of his property to Henry Pelham, Earl of Lincoln, who had invariably been opposed to him in the politics of the times; he had no blood relationship with the family, expressly bequeathing them his property "out of respect to the stedfastness and integrity" of their conduct.

1690.

—

His death,  
April 13,  
1716.

Herbert was a man of good understanding, but in his youth was profusely luxurious; he was of a selfish, sullen, and peevish disposition. In his last miscarriage it was alleged against him that it was the infirmity of

His  
character.

1716. his temper that made him act as he did. It was said  
— that the orders he had received were contrary to the advice he had given, so that he determined to fight in such a manner as should cast blame on those who sent him the orders, and give them cause to repent having done so. On the other hand, his skill in sea affairs had justly gained him great reputation, and to such a degree that it may be seen, by reference to the biography of Château-Regnaud, how high his character as a seaman stood with the French Navy<sup>1</sup>.

<sup>1</sup> Burnet; Campbell's Admirals; Burke's Baronage; British Naval Biography; Lediard's Naval History of England; Life of De Ruyter; Kennet; De Forbin.

# MARÉCHAL D'ESTRÉES.

FRENCH ADMIRAL.

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Born 1624. Died 1707.

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THE family of D'Estrées occupies a foremost place in the history of France, both in love and war. It was originally an ancient noble house of the province of Artois, but subsequently some lands at Cœuvres, in Picardy, were erected into a Duché-Pairie by Louis XIV. Already in the sixteenth century we have one of the family a celebrated master in the art of artillery, then a very new science. He distinguished himself as well in the construction of guns as in the service of them; and we find him in charge of this arm at the siege of Calais, in 1558. His son Antoine was also Grand Master of Artillery to Henry IV., and it was his daughter, well known as Gabrielle d'Estrées, who was the mistress of that King. Her brother Annibal became Maréchal de France, and the father of the

Brief notice of the family of D'Estrées.

Gabrielle d'Estrées, mistress of Henry IV

1624. subject of this memoir, as well as of the celebrated  
 — Cardinal d'Estrées, whose "galanteries et intrigues" *illustrate* "le siècle de Louis XIV."

Birth of  
 John  
 d'Estrées.

John d'Estrées was the second son of the Maréchal François Annibal, and, born 1624, he was brought up from his earliest youth to the profession of arms. He commenced as volunteer, in which condition he remained some years, but passed rapidly through the gradations of rank, so that we find him a Colonel of a regiment at twenty years of age, at the siege of Gravelines, in 1644, where he received a severe wound in the right

A Colonel  
 in 1644.

1649. hand that maimed him for life. In 1649 he served at the sieges of Bassée and Ypres, and was made prisoner with the Maréchal de la Ferté at the siege of Valenciennes in 1656. The peace of 1659 restored him to his family and to his country, when Louis XIV. created him *Duc et Pair*, 1663; and the Duc d'Estrées served again under the King in person, in 1666.
1656. D'Estrées made a prisoner at Valenciennes.

The King  
 appoints  
 D'Estrées  
 to the sea  
 service.

It is not stated what circumstances occurred at this juncture to induce the King to transfer the services of D'Estrées from the land to the sea service, but it is probable that, as about this time commenced the administration of the famous Colbert, it was part of this minister's plans to create a formidable navy for France, and he therefore looked about for young men of good family whom he might name to confer that respectability on the navy which had scarcely attached to the *Roi des Halles* in the expeditions of Beaufort against the Barbary powers<sup>1</sup>. Admiral du Quesne

<sup>1</sup> Beaufort was fond of romancing about his adventures with the Arabs, and asserted that he had cut a man in two down to his hips with one blow of his sword, on which the wits made this epigram—

"Le vaillant Duc de Beaufort,  
 Que tout le monde adore,  
 A pourfendu, ce dit-on,  
 D'un seul coup d'estramacon  
 Un Maure—un Maure—un Maure!"

EUGÈNE SUE.

was at this time the only respectable naval leader 1666.  
afloat, and D'Estrées at forty years of age might —  
have deemed this opening for receiving the independent  
command of a fleet as good or even a better prospect  
than a land service under even the King himself,  
amidst such a galaxy of French Marshals as were  
always at the King's right hand to receive his favours  
in the field.

In 1672 Louis XIV. joined as a confederate with 1672.  
Charles II. to carry out an exterminating policy D'Estrées  
against the Dutch, who had been so unhappy as to appointed  
fall under his Most Catholic Majesty's displeasure for to the  
their Protestant and Republican prosperity. The two command  
fleets were to fraternize at St. Helen's, that of England of the  
under the command of James Duke of York, that of French  
France under the Duke d'Estrées. When united they fleet.  
numbered 130 sail. The King of England came down  
to St. Helen's to give a welcome to the French  
Admiral, and D'Estrées thus describes the scene:—

“The flag-ship, ‘St. Philippe,’ had scarcely dropped Charles II.  
“her anchor in the road, on the 13th May, when the visits the  
“guns announced the arrival of His Majesty at Ports- confederate  
“mouth. I immediately got into his barge and fleet,  
“landed, to pay my respects to the Sovereign, who and is  
“received me with especial kindness, congratulated received  
“me on my prosperous passage, and fixed the next day with great  
“for reviewing the French fleet. Some difficulty state by  
“isted at the threshold of this honour, for the King D'Estrées,  
“was so fond of going on board his own fleet, that May 13, 14  
“he would never be received on board any ships  
“but with the manning of the yards and three hearty  
“cheers from the sailors, as practised by the English.  
“Knowing, therefore, his taste for ceremony and  
“parade, I resolved that I would give the King of  
“England, in the presence of his own fleet, and in his  
“own waters, such a reception as they had never before  
“witnessed. Accordingly I directed thirty-eight ships  
“of war and fire-ships to be ranged in three divisions,

1672. "each squadron under his own Admiral. The 'St. Philippe,' 76, bearing the white pennon, was in the centre with eleven ships of the line clustered around the flag-ship. It was ordered that immediately the royal standard came into view the fleet should salute in succession of ships, so that a running fire should take effect all the time that the royal barge with the standard was on the water, and that as soon as it was raised on board the 'St. Philippe,' the entire fleet should fire a salvo.

"The King was received in due form by the Admiral, when at nine o'clock he stepped on board the 'St. Philippe,' accompanied by the Duke of Buckingham, the Earls of St. Alban's and Oxford, and Lords Arlington and Clifford. He passed, as was his constant habit, through every portion of the ship's accommodation, and, after gracefully complimenting its order and propriety, he then passed to the other flag-ships, accompanied by myself, whom he carried back with him to Portsmouth, and honoured with an especial private audience to confer on the plan of the campaign. While the interview lasted a yacht arrived from the Duke of York to announce to the King the junction of the confederate fleets, and that De Ruyter, with the Dutch fleet, was at sea." Charles II. was with difficulty restrained from going at once on board his brother's flag-ship, but his Ministers assured him that, with the hostile fleet in presence, it was not prudent for him thus to risk his royal person; and His Majesty allowed himself to be persuaded to remain on shore. The officers of the fleet assembled on board and resolved that the whole fleet should sail in search of the enemy the following morning. The French fleet upon this were thenceforth counted as the white squadron of the confederate fleet.

Charles II.  
desires to  
go into  
action.

Action in  
Southwold  
Bay.

It is not necessary to repeat the circumstances that led to the sea-fight in Southwold Bay, which have been related at length in the biographies of the Earl of

Sandwich and others. All that remains to be said is 1672.  
 that the French historians unhesitatingly deny that —  
 they had not borne an equal share in the fatigue and The strange  
 danger of the engagement, but I believe the fact is now conduct  
 generally admitted that D'Estrées had private instruc- of the  
 tions to let the English and Dutch be left to destroy French the  
 one another, so that the French ships might be spared result of  
 as much as possible. Accordingly, the French squad- secret  
 ron were the last to leave Solebay, and, having at- instruc-  
 tained the open sea, sailed towards the Channel, tions to  
 followed by the Dutch squadron of Lieutenant-Ad- D'Estrées.  
 miral Bankert; and in an action, in which the other  
 contending parties suffered severely, the white squad-  
 ron merely lost one ship burned, and one sunk.  
 Richer in his "Life of D'Estrées" coolly remarks,  
 "La perte des Français fut moins considérable, quoi-  
 qu'ils eussent combattu avec le même courage."

In 1673 the Duc d'Estrées carried a fleet of 1673.  
 thirty ships of war, twenty frigates, and eighteen fire- Battles  
 ships into the Channel, where he joined the English with De  
 fleet, under Prince Rupert, composed of forty ships of Ruyter.  
 the line, besides frigates and fire-ships. The intention  
 of the confederate fleet was to force the fleet com-  
 manded by De Ruyter from off the Dutch coast, in  
 order to make a descent upon the Dutch shores in aid  
 of the campaign that Louis XIV. now waged in per-  
 son against Holland. The fleets soon engaged. There  
 were two distinct battles, the first in June, on the  
 anniversary of the fight off Solebay, and the second on  
 the 21st August. Both these battles were victories  
 for De Ruyter, for he resolutely defended his country,  
 and prevented any hostile descent being made upon its  
 shores. The loss in the former of these actions fell  
 chiefly on the fleet of D'Estrées; for the English,  
 distrustful of their loyalty on the former occasion,  
 took care this time to place them in the forefront; but,  
 nevertheless, they did not lose a ship, although Van  
 Tromp was their antagonist. In the battle of the 21st

1673. August the white squadron (D'Estrées' fleet), forming one third of the combined line, were allowed to act as a separate squadron, and became the advance, but they ill requited this confidence, for, after a very short conflict with the Dutch squadron under Bankert, they stood aloof, and, sailing away from the body of the fleet, followed by fifteen or sixteen of the enemy's fire-ships, they remained idle spectators during the rest of the fight, and took little or no further part in the contest. The universal indignation of the English at this consistent desertion of the French fostered the disgust already felt by the nation to a war with Holland, and hastened the restoration of peace.

1676. In 1676 the Dutch sought to make a diversion on their side to draw off Louis XIV. from the war in Holland, by a project for seizing the French colonies in America, and with this view sent out, in March, a fleet of twelve ships of the line, under Vice-Admiral Binkes, armed *en flûte*, who reached Cayenne about the 11th May, and got possession of that settlement without much resistance. The Governor, M. de la Barre, having gone on leave, had left his brother, the Chevalier de Lezi, in charge, who was unable to prevent a descent; and when the troops stormed the fort, he submitted with the whole colony. The King was very much affected by this indignity, and despatched the Duke d'Estrées, with six ships of war and three frigates, with directions to recover the island from the Dutch. The French expedition arrived at the spot on the 17th December, and landed some troops, who attacked the fort on the night of the 19th-20th, and replaced the white flag. In the meantime Vice-Admiral Binkes, after leaving a garrison at Cayenne, had proceeded to take possession of Tobago, an island admirably situated as a military post; and accordingly, after D'Estrées had carried his squadron to Martinique to refit, he also followed him to Tobago, and arrived

The Dutch  
take  
Cayenne  
from the  
French,  
May 11.

The Dutch  
take pos-  
session of  
Tobago.



there on the 15th February, 1677. This island, 1677.  
 lying altogether out of the Caribbean Sea, was, at  
 the present time, nearly unoccupied. It has been  
 termed the "melancholy isle," because its aspect  
 from the sea is a mere mass of gloomy woods and  
 mountains, with abrupt precipices to the shore. It  
 might have been termed "Death's island," for its only  
 history is the bloody fight that now occurred in one of  
 the narrow bays in which the Dutch squadron was seen  
 anchored, the access to which could only be effected by  
 ships in single file. Commanding their entrance they had  
 thrown up an earthwork, which was strongly occupied  
 with cannon and well-garrisoned; so that on receiving  
 the report of two officers, who had been landed with a  
 few troops to reconnoitre it, the French Admiral found  
 he had a more arduous task before him than he  
 had anticipated. He resolved, therefore, to make a  
 simultaneous attack on the fort from the land and  
 from the seaboard, and advanced with this view on  
 the 27th. M. de Gabaret, in "*L'Intrépide*," led in  
 with his accustomed gallantry, but was disabled at  
 the first fire, and killed on the deck, on which he had  
 fallen, by another shot. The French, however, suc-  
 ceeded in firing some of the Dutch ships; but, in the  
 attack, the flames caught "*Le Glorieux*," the Duke's  
 flag-ship, from which D'Estrées escaped in a boat with  
 difficulty just before it sunk. In the midst of burning  
 ships on every side he learned that the land attempt  
 on the fort had also failed; and he therefore ordered the  
 troops to be re-embarked, and raised his flag on the  
 first vessel he could reach. Four ships of the French  
 squadron had been burned or sunk, and almost every  
 Captain in the fleet killed or wounded. He contrived,  
 however, to reach Grenada, where he repaired and  
 refitted the four vessels that remained to him, and  
 these he carried back to France in the month of  
 June.

D'Estrées  
 attacks  
 Tobago,  
 and meets  
 with a most  
 disastrous  
 defeat. He  
 returns to  
 France.

The King received the Admiral graciously, but or-

1677. —  
D'Estrées captures  
Goree on  
his voyage  
to Tobago;  
and  
succeeds in  
his second  
attack on  
Tobago.
- dered a new expedition to be prepared for the capture of Tobago, which was again confided to D'Estrées, who quitted Brest on the 1st October, 1677. As he sailed down the African coast he made himself master of the Dutch settlement of Goree; and on the 7th December arrived off the island of Tobago. Here he found the Dutch Admiral Binkes still established with his squadron, who, on being summoned, replied that he had the means of defending himself, and would do so to the last extremity. D'Estrées immediately landed his guns, but, as there was no firm road on the shore, he was obliged to make what the Americans call a *corduroy* road of felled trees, by which he was enabled to bring up guns and open a battery upon the Dutch fort. By good fortune a shell fell on a magazine, which blew up Binkes himself, and the most part of his superior officers, who were dining with him. D'Estrées energetically availed himself of the circumstance to order an immediate assault which gave the island into his hands, but not without a sharp resistance. At length, having established a garrison in Tobago, the French fleet returned to Martinique. There
1678. they rested till the 7th May, 1678, when the Admiral sailed with a fleet of fifteen ships of war, three fire-ships, and seven merchant vessels, with the intention of destroying the Dutch commerce in the West Indies; but, in sailing towards Curaçoa, his fleet got drawn by the currents, prevalent in that sea, amid the cluster of rocks called Aves, or Bird Islands (from the great number of birds that frequent them); and here it would seem the whole fleet perished.
- D'Estrées' fleet is wrecked on the Bird Islands.

This disaster is very cursorily alluded to in any French history. I cannot even find what was the extent of the calamity; all I can learn is that the remains of the fleet were picked up and appropriated by the pirates and smugglers that infested the Spanish waters. The accident is attributable entirely (according to a long despatch from the Vice-Admiral's Flag-Captain) to

the presumption and ignorance of D'Estrées, who had 1678.  
 in fact never attained to much knowledge of naval  
 affairs, but was exceedingly vainglorious of the casual  
 success that had attended his command. He had  
 probably the support of Colbert with the King, for  
 though he remained absent from Court until the end  
 of the war, he was ostensibly employed in the West  
 Indies by the Minister with a view to obtain all the  
 information in his power as to the best means of  
 attacking the Spanish possessions in the New World.

When the Peace of Ryswick was concluded, in 1679, 1679.  
 the Duke-Admiral returned to France. Louis XIV.  
 must have been the very Prince of Good Fellows for the  
 unfortunate to serve under. When De Tourville lost the  
 battle of La Hogue, the monarch raised him to the  
 rank of Maréchal de France, and now that D'Estrées  
 returned, having lost his whole fleet from incapacity  
 and negligence, his Sovereign conferred on him the  
 same honour, for on the 24th day of March, 1681, he 1681.  
 was created by Royal Patent, countersigned by Col-  
 bert, Marshal of France, in a stilted form of words  
 worthy of the greatest conqueror; wherein, however,  
 is no mention of the loss of his fleet amid the rocks  
 of Aves. The Maréchal d'Estrées, "alla se reposer  
 de ses fatigues au milieu de sa famille qui le chérissait."

D'Estrées  
 made a  
 Marshal of  
 France.

In the year 1685 the King again called the Mar- 1685.  
 shal into active service, and sent him with a fleet in  
 which Admiral de Tourville served with him to  
 punish the Tripoli barbarians. The Marshal raised  
 his flag on "Le Capable," and anchored his fleet off the  
 city on the 19th June. Having reconnoitred the  
 ground, he opened fire on the 22nd, and it would  
 appear that gun-boats were now employed for the first  
 time, and had a great influence in bringing the Dey to  
 terms. On the 26th the Divan consented to release  
 all the Christian prisoners, and to pay down 150,000  
 crowns in cash. After which success the Duke-Admi-  
 ral returned to his cherished family; but in 1687 the 1687.

D'Estrées  
 compels  
 the Dey of  
 Tripoli to  
 release the  
 Christian  
 prisoners.

1688. Dey of Algiers again required correction, and the Marshal was sent with another fleet, which appeared before the city in June, 1688. From some unexplained delay it was the 1st July before Maréchal D'Estrées opened fire, which he continued till the 16th; when, having nearly destroyed the entire city, he returned, "couvert de gloire, rendre compte au Roi de son expédition." He was largely rewarded for these services, for Louis XIV. made him, on the 2nd February, 1689, Chevalier de ses Ordres, and Governor of Bretagne, with a residence at Nantes.

Death of D'Estrées May 19, 1707. In this *otium cum dignitate* Marshal d'Estrées passed the remainder of his days, and died there the 19th May, 1707, at the age of eighty-three years. He had married, in 1658, Marie Marguerite Morin, by whom he had four children, the eldest of whom became, in due time, a Marshal of France, and was the same who commanded a French army in the Seven Years' War, when he gained the battle of Hastenbach over the Duke of Cumberland.

Character of D'Estrées. I find it very difficult to form a military character of our hero. He was more than born in the purple; he was almost, like Minerva, born armed; for at twenty he was already a Colonel, and before he had even attained to any high command on shore he was made an Admiral, and given the command of fleets. Here he had the singular fate, that when he commanded in a confederation he scarcely fought at all, and when he commanded against either Dutch or English singly, he was invariably beaten: he failed in an attempt against the island of Tobago, and even the loss of an entire fleet in the Caribbean Sea, under the guidance of this Admiral, appears to have met with no condemnation; for, in despite of it, he was made Marshal of France, and subsequently received considerable rewards. We are justified, therefore, in concluding that he had considerable talents of one kind or another, either as a Commander or in the ability to make the worse appear

the better reason, that he had no enemies in the Court of the King, where they may generally be found, and that he must have had his merits, although his successes certainly did not deserve all that he received at the hands of the blind goddess. It is stated, which may be believed from his career, that as a man he was very presumptuous in his bearing, and rash in judgment, but above all most self-confident—and it was perhaps this last quality that lost him a fleet and yet silenced his detractors. In one word, he pretty nearly fulfilled the precept of the Psalmist, “If thou do well unto thyself, men will speak well of thee<sup>1</sup>.”

1707.

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## MEMORANDUM.

The French at this period, and subsequently to the end of the last century, were distinguished for the symmetry and elegance, combined with science, of their ship-building; and indeed it was the excuse alleged for their questionable conduct at Solebay and elsewhere, that their squadrons too quickly outsailed the ships of the English and Dutch to come properly into action: it may, therefore, be useful to insert a short memoir of one who, if he had no claim to be deemed a warrior in the sense of commanding fleets, was a first-rate officer in the construction of them.

BERNARD RENAULT, born in the province of Bearn in 1652, was a naval Lieutenant, who, having served on land as an engineer under Vauban, turned his mind to the “lines” on which the hulls of ships of war might best be designed. He first laid his plans before the Minister of Marine, De Seignelai, in 1679, and “il fut chargé de le mettre en pratique dans les Ports, où, par ses soins se formèrent bientôt un grand nombre d’habiles constructeurs.” In 1689 he committed his thoughts to print, as “Théorie de la Manœuvre des Vaisseaux,” which obtained the favour of Louis XIV. His character was thus sketched by De Tourville in a despatch quoted in “Les Archives de la Marine,” relating the fight off Beachy Head: “Le petit Renault a eu la basque de son juste-au-corps emportée d’un coup de canon, qui lui a passé entre les jambes en ce temps qu’il dressoit un plan. Il a de l’esprit, de la capacité, beaucoup de valeur, et est doué d’un bon conseil<sup>2</sup>.”

<sup>1</sup> Vie d’Estrées, par Richer; Eugène Sue; Histoire de la Marine Française; Biographie Universelle.

Vie de Renault, par Richer; Biographie Universelle.

# EDWARD RUSSELL, EARL OF ORFORD.

ENGLISH ADMIRAL.

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Born 1651. Died 1727.

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The house  
of Russell.

No English family has assisted the public service of the country in every department of usefulness to a greater extent than the noble house of Russell. For upwards of three centuries they fill a page in the history of England as Statesmen; and the name is more frequently repeated in the Roll of the Order of the Garter than that of any other family. In the profession of arms, however, I am not aware that there is another officer of this family of any note, excepting the subject of this memoir, and certainly no other who has so distinguished himself in naval annals. Edward Russell was the second son of Edward, fourth son of Francis, Earl of Bedford, and Penelope Hill, of Hillsborough. As this noble family obtained considerable grants of land upon the disso-

lution of monasteries, and was in high favour at Court, it may be that the cadets of this favoured stock picked up some of the crumbs which fell from the great man's table, for the stem from which our hero sprung was an offset with wealth sufficient to wear the title of Lord Russell before succeeding to the Earldom of Bedford; but where this younger branch resided, or what good they did in the world, is not recorded.

Our hero probably entered the Navy previous to the second Dutch war, at which time he was one of Sir Edward Spragge's Lieutenants; and, in 1672, was advanced to the command of the "Phoenix" frigate. After serving some time on the Mediterranean station he commanded a ship of the line at home; but towards the latter end of the reign of Charles II. he appears to have withdrawn from active service, and we find no mention of him (as a naval character) until after the Revolution, for he was too much immersed in politics.

1672.  
Russell  
commands  
the  
"Phoenix"  
frigate.

In 1687 he appears to have been advanced to his flag; and he and his brother Admiral, Herbert, went over to Holland, and were associated with Halifax, Devonshire, Danby, and Nottingham in a committee to act with the Prince of Orange, to concert matters and advise His Highness in such advertisements as might be fit for him to know in the great design then on foot. It appears from the list of the Parliament that Edward Russell was M.P. for the family seat of Tavistock, and that his kinsman, William, Lord Russell, whose eminence with the predominant party probably influenced his career, served in the same Session with others also of his family, so that he was in an influential position from concurring circumstances for advancing the Revolution in his own person, and particularly in his own profession. Russell had a good pretence to colour his going over, for he had a sister residing there, so that in 1688 he at once boldly threw off all disguise and acted with ample

1687.  
  
  
  
  
  
  
  
  
Russell  
M.P. for  
Tavistock.

1688.  
Russell  
goes to

1688. — authority from the leaders. He had acquired so much the confidence and friendship of His Highness, that he spoke more openly to Russell than he had done to any one before. Admiral Russell accompanied William to England, and landed with him at Torbay.

Holland and enters into the designs of the Prince of Orange. Russell appointed to the direction of naval affairs.

To our hero was committed, by King William, the general direction of naval affairs, and while his friend Herbert hoisted his flag in command of the Channel fleet, Russell hoisted his flag as Admiral on board the "Duke," 90. It happened very inconveniently that the King of Spain, who had married a sister of the Empress and Queen of Portugal, desired of His Majesty, in the first year of his accession, that he would grant her a convoy to conduct her from Holland to Corunna; and, accordingly, Admiral Russell was ordered to attend her, and carried away a squadron which was partly to consist of some ships belonging to a fleet that was going to the Mediterranean, under Admiral Killigrew, which was intended to watch the motions of the French at Toulon. The Admiral was so delayed by the duty thus imposed upon him that he did not return from the Groyne to England till the latter end of April, 1689, when his squadron put into Plymouth to refit, while he himself proceeded to Court. The Queen had sent for him, as one who well understood sea affairs, to advise her as to the orders to be given to Herbert about engaging the French; and he concurred with the Government that it was reasonable to send orders to the Admiral to venture on an engagement. When, however, Lord Torrington was committed to the Tower, Russell did not get, as he expected, Herbert's command; nor when the French Admiral landed at Teignmouth, in the following August, does he seem to have been sent for, although the squadron he had brought back from Spain was at that moment in Plymouth harbour.

1690. At length in December, 1690, Russell was appointed Commander-in-Chief of the fleet when it



returned into port for the winter. This great 1691.  
 equipment had gone out in the summer of 1691 to  
 seek the French, but had contradictory orders to be Russell  
 very cautious of an engagement; and though for the Command-  
 space of two months Russell did all he could to come er-in-Chief  
 up with them, yet, though sometimes in view of them, of the fleet.  
 he failed at that time to bring them to an engage-  
 ment.

Great factions were at this time existing among the  
 British Naval officers; and notice of this having been  
 carried to King James, he most earnestly pressed on  
 Louis XIV. the expediency of overtly testing the fidelity  
 of the English marine. Orders were in consequence  
 sent to Admiral de Tourville to bring on a battle under  
 every disadvantage. This fact becoming known to the  
 Queen Regent, she ordered Russell to be apprised of  
 it, and at the same time to assure the fleet that she 1692.  
 was quite satisfied of the falsity of the report. Accord- Address of  
 ingly, Russell and all the Admirals and Commanders the officers  
 in the fleet subscribed an humble address to assure of the fleet  
 Her Majesty that they would "venture their lives to Her  
 against all foreign and popish invaders whatsoever." Majesty.  
 Russell, therefore, having effected a junction with the Russell  
 Dutch fleet, sailed, on the 11th May, towards the encounters  
 coast of France to meet M. de Tourville, and De Tour-  
 fortunately came up with him on the 12th off Cape ville off  
 Barfleur, about seven leagues distant. Cape  
 The French Barfleur.  
 Admiral, according to the orders he had received  
 from the King, forthwith advanced in the "Soleil  
 Royal" right upon Russell's flag-ship, and, having  
 brought to, began the fight, at the distance of about  
 three-quarter musket-shot, about noon. The battle  
 was begun with much vigour on both sides, and even Commence-  
 with some advantage on the side of the French; but ment of  
 the wind, which in the beginning of the night was in the battle  
 their favour, changed and became favourable to the of La  
 English. Of this they took immediate advantage, and, Hogue.  
 having the superiority of ships in the ratio of nearly May 12.

1692. two to one, they wheeled completely round their enemy, and brought the French, by this means, to be exposed to the action of two fires at once.

The battle then continued with undiminished violence till four in the afternoon, when a thick fog enveloped all the combatants for a time, but, happening to lift a little, Russell perceived the French stealing off, and ordered a general chase; the fog, however, returned thicker upon them than before, and both fleets anchored. About eight in the evening the weather allowed them to weigh, and the chase was renewed all through the night, and even the two following days, which proved both dark and foggy; the hostile fleets were thus frequently in sight of each other.

Destruction of the  
"Soleil  
Royal."

On the third day, about noon, the French Admiral's ship, the "*Soleil Royal*," ran ashore, seeing which Sir Ralph Delaval sent a fire-ship upon her, which set her in flames. The wind having veered to the south-west, all the French ships crowded away westward to escape, with the British fleet close after them; and, the Dutch squadron having gained considerably ahead of them, the French were all driven to the necessity of running through the passage called "*The Race of Alderney*," between that island and Cape La Hogue. The "*Conquérant*," 80, and "*L'Admirable*," 102, which were the French Admiral's seconds, took the shore. Of the two fire-ships that were sent upon them one was destroyed by the enemy's fire; but the English Admiral ordered the "*St. Alban's*" and the "*Reserve*" and others to fire upon the stranded ships; and when these had thoroughly done their work Sir Ralph went himself in the boats, and, having taken out the crews of the stranded ships, set them on fire. Thirteen of the French fleet were now seen so near the shore of Cape La Hogue that the Admiral desired Sir George Rooke to run in with his squadron, who plied his fire-ships and boats so well, that the whole of them were destroyed. In all, there

Eighteen  
French  
ships of  
war de-  
stroyed.

were eighteen ships of war, rating from 102 to 56 guns each, that were destroyed as the fruits of the victory of La Hogue. On the side of the English not one ship was lost, and only two officers of high distinction, namely, Admiral Carter and Colonel Hastings were killed. Admiral Russell had evinced considerable ability and good judgment in carrying out his fleet from the river at the time he sailed, although contrary to the opinion of the pilots, for the winds which afterwards prevailed might have prevented his attack when he made it, which was an important step in this great affair; for it is now known that the French Admiral was expecting a reinforcement of ships from the Mediterranean, which only arrived a few days too late.

Notwithstanding the eminent service he had performed by his victory of La Hogue, which is still regarded in the English history with much more consideration than it obtained in the seventeenth century, Admiral Russell was received by King William with great coolness on His Majesty's return to England, and even in the speech from the throne disappointment was expressed that the success of the fleet had not been more complete. It was believed that, had the victory been more vigorously followed up, the consternation which it had occasioned the enemy could have been worked upon with yet greater advantage. "The common reflection was that the providence of God and the valour of our men had given us a victory of which we knew not what use to make<sup>1</sup>." Nevertheless the House of Commons was induced to vote their thanks for the victory of La Hogue with unanimity. Russell, however, complained that the Earl of Nottingham had sent him letters in the Queen's name which were most offensive. The Minister, in his reply to him, censured him for his return to St. Helen's, and asserted that there was no necessity of bringing home the fleet, which had not

1692.  
—  
Admiral Russell, though the victor at La Hogue, is clamorously assailed on all sides and dismissed from the command.

<sup>1</sup> Burnet.

1692. been much touched. The House of Commons upon this  
— correspondence harassed the Admiral and the officers serving under him with examinations and inquiries that in the end raised a popular cry against him; the consequence of which was that, to allay the clamour, the Ministers dismissed Russell from the command of the fleet; and the Admiral very spiritedly resigned the Treasurership of the Navy, which he had held as the reward of his conduct at the Revolution.

But the absence of our hero from active service was not of long duration, for the ill success of naval operations during the year 1693 induced the King to call him again into employment, and, in order to remove all unfavourable impressions of his former mission, he was appointed First Lord of the Admiralty, as well as Commander-in-Chief of a grand fleet of 136 sail, which sailed for the Mediterranean in June, in order to repair the disaster that had befallen the Smyrna fleet in the spring. He was so long delayed in his voyage by contrary winds that the French might have finished the conquest of Catalonia, but, for fear of danger to their fleet, they had recalled it from Barcelona, and had got it safe into Toulon. The withdrawal by such a man as the Count de Tourville from the scene of action convinced all the powers of Europe of the supremacy of the British fleet. As it was thought that the French might attempt to come out again, Russell was kept all the winter at Cadiz, and, by lying there, the enemy was in effect shut up within Toulon, as they had no other port in the Mediterranean but that; and, accordingly, the entire French coast, and indeed the ocean at large, were left absolutely free to the British arms. Russell came before Marseilles and Toulon as often as he pleased without any loss. “He himself admitted that nothing more could be done then: only the honour of commanding the sea, and of shutting the French within their ports, gave a reputation to our affairs.” Moreover, it gave the French a disgust to their war in Spain;

1693.

Russell made First Lord of the Admiralty, and Commander-in-Chief.

Admiral Russell shuts the French fleet up in Toulon.

for, although they met with a feeble opposition from the Spaniards, yet the marines from the British fleet aided them to raise the siege of Palamos, and the French finding the charges of war expensive enough elsewhere, abandoned the field. 1693.  
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The alarm of an extensive conspiracy, under the protection of an invasion of England from France, when the Duke of Berwick commanded a military force under King James in person, induced a recall of the fleet from the Mediterranean in January, 1696. It has been said 1696.  
indeed that King William had become indifferent in The Medi-  
maritime affairs, either from inexperience in them, or terranean  
from deeming the fleet a hotbed of the Stuart faction, fleet re-  
called.  
“who had too deep an alienation for him to be overcome even by good usage.” The fleet was in truth much divided by party at this period, which may have been the reason that, when Admiral Russell struck his flag, he appeared no more in the character and station of a naval commander. For his eminent services, however, Russell  
he was created in the following year Baron Russell of created  
Shengay, in the county of Cambridge, and Viscount Earl of  
Barfleur, and Earl of Orford in Suffolk; and during Orford.  
the King’s absences from England he was always appointed one of the Lords Justices of the kingdom.

The Earl of Orford had attained a position of such respect in the public mind, that he was considered as much as if he had been Lord High Admiral; for—as the King owned, he did not understand naval matters himself, and was glad to have his assistance both at the Admiralty and Naval Board. He brought many officers into the service who became zealous in their duty; but the Earl was thought to be too much connected with the political opinions of those in whom he confided, and he was not trusted; further, it was generally said that a spirit of impiety and dissoluteness at this time pervaded the service; and that there was much corruption in it: and it is certain there was much faction, if not treachery, in the naval

1696. —  
The affair  
of the  
Red Sea  
Pirates.

administration of Russell. Towards the end of the King's reign there was an urgent appeal, made by the East India Company, to put down some pirates in the Red Sea; but, as Parliament had not appropriated the money necessary, the King proposed that it should be managed as a private undertaking, to which William himself, Lord Somers, Lord Orford, and some others should contribute the whole expenses. His Majesty, however, very shabbily backed out of the engagement, and did not advance the money he had promised—which therefore fell wholly on the other undertakers, who were thought to have remunerated themselves by the prizes taken from the pirates. Here was a handle of complaint, for it was proved to be against law; and it was urged in the House of Commons as a criminal act, and that those who were concerned in it, ought to be turned out of their employments. Accordingly, as the Tories were now in a majority, it was moved that Russell with his Whig friends should be all laid aside.

1701.

Lords  
Somers,  
Orford,  
and  
Halifax  
impeached,  
April 23.

As faction grew yet more powerful in April, 1701, the House of Commons brought up a general impeachment against the Earl of Portland and the late Ministry, and they tried what could be made of the pirate affair; but, though this was eventually dropped by a small majority, the failure of the first design soon prompted another. This was found in the matter of the Partition Treaty, and on the 13th April, in a House sitting till past midnight, but with a majority of no more than seven or eight Members, Lord Somers, Lord Orford, and Lord Halifax were impeached at the bar of the House of Lords of high crimes and misdemeanours, and the King was addressed on the 23rd “to remove them from his councils and presence for ever.”

The charges against the Earl of Orford were for abuses in managing the fleet, and victualling it, when it lay on the coast of Spain, and for some orders he had given during his command; to these he gave in

his answer in four days : he said his accounts, while he 1701.  
 commanded the fleet, had been all examined and passed, —  
 but he was ready for all that to justify them in every  
 particular. On the 21st June, the Lords sat as a High Court of Justice in Westminster Hall, after the articles of impeachment against Edward Earl of Orford had been read, and also his answer to them, his Lordship was by unanimous vote acquitted of each one of the articles, and the impeachment was dismissed. Orford is acquitted, June 21.

Further, the examination into the Earl of Orford's 1703.  
 accounts was continued until the year 1703, when it Failure of the charge with respect to his accounts.  
 was at length brought to a close, and, out of an expenditure of seventeen millions of pounds, it was found that all the accusations were "false in part, or ill-grounded, or of no importance," and the conclusion was arrived at "that no fleet nor single ship had ever been victualled so cheap as the fleet was then by him." After the accession of Anne, and the appointment of Prince George of Denmark to the post of Lord High Admiral, Admiral Russell's name was again mixed up in both Houses in complaints against the Admiralty. It was said that the design of these complaints was a job to put the Earl of Orford again at the head of the fleet; and this eventually came to pass in 1709, when 1709.  
 the Earl of Pembroke having resigned, the office of Orford placed at the head of the Admiralty  
 Lord High Admiral was offered to Orford, who with singular modesty declined that elevated and honourable appointment, stating that while he was willing to serve at the head of a commission, he declined to accept of it singly; and desired that the office should be put in commission; which was done, and he became the First Lord.

He continued to fill this post until, under the rising influence of Mrs. Masham, Queen Anne removed the Earl of Godolphin from the head of her councils, and Harley came in with the Tories, when the Earl of Orford, with some of the Commissioners of the Admiralty, withdrew from that board, and again retired from all employment until the death of Queen Anne,

1717. when he was appointed one of the Justices of the  
 — kingdom, until the arrival of King George I. who immediately on his arrival summoned him to his Privy Council, and recalled him to his former post of First Commissioner of the Admiralty, which office he continued to hold till the 16th April, 1717, when he retired altogether from all public employments. He married his cousin, Margaret Russell, by whom he had no issue, and died on the 20th November, 1727, in the seventy-fifth year of his age, when his title became extinct.

His death,  
 Nov. 24,  
 1727.

His  
 character.

The character left behind of this Admiral refers rather more to his political than to his professional career. Burnet speaks of him as “a man of much honour, and great courage; who had good principles, and was firm to them.” That is only as much as to say that he was as good a Whig as the Bishop, and as consistent to his party as any one; but he was generally considered as a disagreeable man to act with. In his great exploit, the battle of La Hogue, we cannot do better than cite the French opinion:—“*Telles sont les suites d’une action dont les commencements avaient été si beaux; jamais action ne fut plus brillante, plus hardie, plus glorieuse pour la marine françoise, si les évènements, qui se sont attribué parmi les hommes le droit de décider du mérite des choses, n’en avaient été si malheureux.*” If brilliancy, bravery, and boldness were on the side of the enemy at the beginning of the conflict, what should not be the just reputation of the hero who converted the result into their defeat and misfortune? All the indignities and dismissals to which Russell had been exposed were much more owing to political rancour and faction than to the demerit of Russell as an Admiral, who as such showed himself capable and meritorious; and in the matter of the disputed accounts of his officers, an able, ready, and indefatigable administrator, and he was “armed so strong in honesty” as to be ever ready to meet and to satisfy the unjust odium to which he was exposed<sup>1</sup>.

<sup>1</sup> Rapin’s History; Burnet’s Own Times; Naval Biography; Campbell’s Admirals, &c.; Mémoires de Berwick; Eugène Sue.



# JEAN BART.

FRENCH COMMODORE.

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Born 1651. Died 1703.

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THERE is probably no character in history which has been so differently estimated in France and elsewhere as the brave and enterprising mariner who, as Jean Bart, or Du Bart, or John Barth, flourished in the reign of Louis XIV. He has been made the *beau idéal* of a corsair, and writers have invested him with all the ideal qualities of such a rough, brave, and dauntless seaman as an imagination like that of Lord Byron has pictured the character. The French would resent the omission of the name of Jean Bart from the records of their navy; yet he is scarcely entitled to be regarded as "a warrior who has commanded fleets before the enemy." Macaulay has very well put the peculiar circumstances which elevated "John Bart, humbly born and scarcely able to sign

his name, but eminently brave, and active to an undisputed pre-eminence. In the country of Anson and Hawke, of Howe and Rodney, of Duncan, St. Vincent, and Nelson, the name of this most daring and skilful sailor would have had little chance of being remembered. But France, among her many unquestioned titles to glory, has derived little from naval war, so that she ranks Bart among her great men." Another adventurer, of the name of Dugay-Trouin, has found a place in the same list on somewhat similar pretensions. Both were enterprizing and intrepid freebooters, the terror of the English and Dutch merchants, obtaining prizes which have been estimated at 100,000*l.* sterling. Both belong more properly to the class of our own Paul Jones than to the royal marine service.

1651. Birth of Jean Bart, Oct. 20. Jean Bart was born at Dunkirk, on the 20th October, 1651, of a family that had been corsairs for two generations at least. Corneille Bart, the father, is said to have lost his life in some affair with the English in June, 1658. At the death of his father, Jean Bart, being left an orphan of eight years of age, is said to have gone to Holland, where he "se mit mousse." A somewhat apoeryphal story is related by Eugène Sue of Jean Bart. Still as *mousse*, or cabin-boy, at the age of seventeen, aboard the "Cochon Gras<sup>1</sup>," (in June, 1666,) sailing under the "brigantin Jerome Valbué," he was trusted by the Captain at the helm, and in the management of the sails, with a remarkable confidence in his boyish skill.

1666. 1671. We next hear that "il servit sous le fameux Ruiter." At the breaking out of the war between France and Holland, in 1671, the Dutch are said to have offered him, at the early age of twenty-one, some sort of command, but the patriotic Frenchman could not endure to

<sup>1</sup> The names of ships on the Flemish coast appear at this time to have run in a funny groove: "Le Cochon Gras," "Le Cochon Maigre," "Le Chien Sourd," "Le Chien Galeux," "Le Chasseur Borgne," &c. (Eugène Sue.)

bear arms against his king and country, and returned to his old home at Dunkirk, and to his family occupation of privateering. His native daring soon made him famous for a variety of acts no less singular than valiant; when, acting with the *armateurs* of the town, he constantly encountered the Dutch ships in the neighbourhood, and, by adopting his favourite system of grappling and boarding, and trusting in every case more to the cutlass than to fire and shot, he is said to have carried even some ships of war of considerable armament; and, amongst others not mentioned, one named the "Hope," of twelve guns, and a frigate of thirty-six guns, named "Schedam." Still there is so much improbability in the record of these actions as against the Dutch, who have not generally yielded their prowess to any nation in naval combat, that it may be permitted somewhat to doubt the accuracy of the French biographer when he lays claim for his hero to have made himself master of Dutch ships of war—"batiments d'une force triple du sien."

1671.  
—  
Alleged  
Successes  
of Jean  
Bart over  
the Dutch.

We may pass over that in the accounts of all nations, but in the ordinary style of French naval history we never get more details of an action than "il aborda celle-ci, la prit—mit l'autre en fuite, détruisit une partie de la flotte, s'empara du reste." We readily admit, however, that Bart must have done wonders, when his brethren, *les armateurs*, caused five frigates to be constructed at their own cost, of which "La Palme," 18, was given to Jean Bart, who, with a little crew, forthwith set sail in quest of adventures on the 23rd March, 1676.

1676.

The French history of Jean Bart records very great havoc committed by him acting independently against the Dutch in the next two years; and it would appear that the enterprising character, and success in the vocation, of Jean Bart brought his name before Louis XIV., at the intervention of Marshal Vauban, and he was made a Lieutenant de Vaisseau in the Royal Navy in 1678. When the war against Spain broke out,

1678.

1683. in 1683, he was given the command of the frigate  
 — “Le Modéré” in the fleet that was despatched to the  
 Mediterranean, where he gained increased reputation,  
 and, in an engagement with two Spanish ships of war,  
 1688. received a wound in the thigh. In 1688 he com-  
 manded the frigate “La Serpente,” 24, and cruised in  
 company with the Count de Forbin<sup>1</sup>, whose memoirs  
 have perpetuated his exploits, which were now directed  
 more particularly against the English. These two emi-  
 nent Commanders, in consort frigates, had under their  
 convoy twenty rich merchantmen homeward bound;  
 when, near the Isle of Wight, they were sighted and  
 chased by two English 50-gun ships. All that could  
 be done under such disproportionate force was to save  
 the convoy; and, in the execution of this duty, in  
 which they succeeded, they were themselves boarded  
 and carried prisoners into Plymouth.

Jean Bart  
 a prisoner  
 at Ply-  
 mouth.

The writers of English naval history seem to have been so careless that nothing is known as to the names of the Captains who made this capture, and the story of their imprisonment and subsequent escape rests entirely on the published memoirs of the Count de Forbin. The story goes that, in a storm, a Flemish trader from Ostend was driven by stress of weather into Plymouth; and, learning that Jean Bart, who was a kinsman of his, was a prisoner in the town, he obtained permission to see him. The prisoners persuaded him, by an offer of 1200 livres, to assist them to escape, and obtained from him a file strong enough to remove the iron bars from their window. They also got information that a French surgeon, who had been taken on board some

<sup>1</sup> As I am unwilling to appear to disparage any of the French Admirals of this period, I may explain why I have not given Forbin a place among my “Warriors”—because he never “commanded a fleet before the enemy;”—although I admit him to have been a most distinguished officer, serving under D’Estrées and Du Quesne, and constantly with Jean Bart and Dugay-Trouin. He is also an author of considerable merit of naval memoirs.

ship, was somewhere in Plymouth, and, as De Forbin 1688.  
 was wounded, they applied for his being sent for to —  
 cure him. By these means they concocted their Jean Bart  
 escape; and, at the end of eleven days, they succeeded and his  
 in a fog in getting on board an open boat; and, after companions  
 a sail of two days and a half, landed on the shore of escape, and  
 Bretagne, at Harqui, near St. Malo. De Forbin, land safely  
 having friends at Court, carried the history of this in France.  
 adventure to the ears of M. de Seignelai, the Minister,  
 and the King; and the Count and Jean Bart received  
 commissions of Capitaine de Vaisseau and gratuities  
 of 400 crowns each.

In 1690 Jean Bart took the command of "L'Aleçon," 1690.  
 40, in the fleet about to sail under the Count de Tour- Jean Bart  
 ville. The habits of the corsair rendered our hero a serves  
 most valuable officer for the duty of obtaining informa- under De  
 tion by independent expeditions, risking all sorts of Tourville.  
 hairbreadth escapes, so that when that celebrated  
 French Admiral had driven the English fleet into  
 the shelter of the Thames, and was supreme in the  
 Channel, Jean Bart was in his element again, running  
 amongst the sand-banks, of which he knew every  
 yard, and picking up the Dutch and English fishing-  
 boats and richer traders, until he made a considerable  
 booty. Towards the end of the same year it was  
 deemed desirable to secure the safe arrival in France  
 of some military stores that had been ordered to be  
 shipped on board two ships at Hamburg, and Jean  
 Bart was employed on this duty. The "Aleçon"  
 was ordered to convoy them out of the Elbe to  
 Dunkirk, which service he effected with complete  
 success.

The following year he commanded "L'Entendu," 1691.  
 66, which formed one of the blue squadron of De  
 Tourville's fleet; but nothing having been effected by  
 the hostile fleets this year, Jean Bart found himself  
 left to "kick his heels" in port, when, impatient of  
 such idleness, his enterprising spirit led him to offer

1691 — M. de Pontchartrain, who had succeeded De Seignelai as Minister of Marine, to carry a squadron of small ships into the North Sea, in order to prey upon the Dutch and English commerce on their coasts. The project not being backed at the time by any influential support, was declared visionary, and refused. But M. de Forbin took it up at the Court, and gave it the support of his concurrence to the effect of offering to accompany his friend in the enterprise. The difficulty was to get the armament out of the harbour, which was closely watched by the English fleet; but, nevertheless, the experience of these two Commanders in such matters, and of such crews as they were enabled to assemble at Dunkirk, enabled the expedition to slip through the blockade by taking every advantage of the winds and the darkness, and it got safe into the open sea.

Jean Bart's  
and De  
Forbin's  
depreda-  
tions on  
the coasts  
of Norway  
and Scot-  
land.

With this corsair fleet the two friends ravaged the coasts of Scotland and Norway during the entire winter of 1691, the details of which are somewhat monotonous, even in the memoirs of M. de Forbin, and not all of them very probable, especially an incident at Bergen, where Jean Bart is recorded as taking an English Captain prisoner by *placing a little salt on his tail*<sup>1</sup>. The two friends returned to Dun-

<sup>1</sup> This is the anecdote as given by M. Richer ("Vie de Jean Bart," p. 51): "Pendant que Jean Bart étoit à Bergen, un Anglois qui commandoit deux vaisseaux y aborda, alla dans un lieu public, où les étrangers avoient coutume de se rendre pour se rafraîchir. Il aperçut un homme dont l'air fier et déterminé et la taille haute et robuste le frappèrent. L'entendant parler facilement anglois, il eut la curiosité de savoir qui il étoit. Ceux auxquels il le demanda, lui répondoient que c'étoit Jean Bart. 'C'est lui que je cherche,' dit-il. 'C'est lui-même' lui répondit-on. Cet Anglois lia conversation avec lui. Après un entretien assez court, il lui dit qu'il le cherchoit, qu'il avoit envie d'en venir aux prises avec lui. 'Cela est très-facile,' lui répondit Jean Bart. L'Anglois répond qu'ils se battoient lorsqu'ils seroient en pleine mer; mais qu'étant dans un port neutre ils doivent se traiter avec amitié. Il l'invite à déjeuner sur son bord. 'Le déjeuner de deux ennemis comme vous et moi,'

kirk with prizes valued at 500 crowns, and with such increased reputation that the King desired to see this famous Jean Bart, and commanded him to repair to the Court. Upon the authority of "Mémoires du tems Manuscripts," M. Richer gives this account of our hero's visit to Louis XIV.: on his arrival at the Palace, as there was no one to receive him, he was shown into an apartment wherein to await His Majesty's pleasure; so he lighted his pipe and began to smoke. The guard, astonished at such impudence, informed him that he must not smoke tobacco in the King's apartments. "Oh!" replied our hero, "I have learned the habit in the service of the King, my master, until it has become quite a necessity with me; and it is therefore but justice that I should be permitted the practice when I come expressly to see the King." His Majesty was accordingly informed of this unruly visitor to the palace, who would not be prevented smoking in the presence-chamber; and he jokingly said, "I will engage it is Jean Bart; leave him alone, and, when he has smoked his pipe, show him up to me." He received his officer with great kindness, saying, "Jean Bart, il n'est permis qu'à vous de fumer chez moi." The courtiers were a little shocked, but were exceed-

1691.

—

Jean Bart  
has an  
interview  
with Louis  
XIV.

répond le marin françois, 'doit être des coups de canon et des coups de sabres.' L'Anglois insiste; Jean Bart, sans défiance, accepte et se rend sur le vaisseau anglois. Après avoir pris un peu d'eau-de-vie et fumé une pipe, il veut partir. 'Vous êtes mon prisonnier,' dit le perfide Anglois; 'j'ai promis de vous ramener en Angleterre.' À ces mots Jean Bart se lève furieux. 'À moi!' s'écrie-t-il; en même tems allumant sa mèche, il renverse quelques Anglois, et s'élançe sur un baril de poudre qu'on avoit tiré de la 'Sainte-barbe.' 'Non, je ne serai pas ton prisonnier,' dit-il; 'le vaisseau va sauter.' Tout l'équipage, saisi d'effroi, demeure interdit et immobile. Cependant les François ont entendu le cri de leur capitaine; ils entourent le vaisseau, montent à l'abordage, hachent les Anglois qui résistent, font les autres prisonniers et s'emparent du vaisseau. En vain le lâche capitaine représente qu'il étoit dans un port neutre, Jean Bart l'enleva et le conduisit prisonnier à Dunkerque."

1691. ingly scandalized when, in reply to the King's question how he managed to get out of Dunkirk with his little squadron, he ranged all the courtiers in line, and, jostling one and shouldering another, he passed in and out of the whole of them, exclaiming, "Tribord ! babord !—voilà comme j'ai fait." His Majesty was intensely amused, and rebuked his attendants, when they quizzed the stranger, by asking them "Y a-t-il un parmi vous qui soit capable de faire ce qu'il a fait?" and he ordered him to be given on the spot a present of 1000 crowns.

Narrow  
escape of  
King  
William  
from being  
captured  
by Jean  
Bart.

On his return home he learned the disaster that had befallen De Tourville at La Hogue, and beheld with fury his native port shut in by the British fleet. This condition of things so "riled" him that he obtained the Admiral's permission to try his luck again by getting a squadron of small ships out to sea, notwithstanding the blockade; and, on the 7th October, 1693, he carried through the enemy's line "Le Comte," 44, "L'Hereule," 36, "Le Tigre," 36, and a fire-ship. It happened that King William was returning from Holland about this time, and narrowly escaped falling into Jean Bart's hands, which he would have done but for the arrival of an escort of men-of-war, under Rear-Admiral Mitchell.

1694. His next command was in 1694, when, with six frigates, "Le Maure," 54, "Le Fortuné," 54, "Le Mignon," 44, "Le Jersey," 44, "Le Comte," 40, "L'Adserit," 40, he was ordered to Vleckeren to look after a Dutch convoy of upwards of 100 sail of vessels, laden with corn, under Admiral Hides de Vries, of which he obtained possession at a moment of great national scarcity. The despatch relating this success was sent to M. de Pontchartrain, the Minister, by the hands of Bart's son, who was present with the Commodore in the fight. Louis XIV. received the young sailor in person, and was struck with astonishment at his extreme youth, when he inquired whether he had taken part in the battle—"Sire, j'y suis monté à l'abordage

Jean Bart  
captures  
100 vessels  
laden with  
corn from  
the Dutch.



avec mon père." In retiring from the royal presence the lad slipped on the polished *parquet* and fell, but without injury; on which the King remarked, "On voit bien que les Messieurs Bart sont meilleurs marins qu'écuyers." The King was so pleased with Jean Bart's success that he ordered a medal to be struck to commemorate the event; and at the same time ordered Letters Patent of nobility to be issued, and the Cross Chevalier of St. Louis to be sent him. The Patent contained that he and his family should be "tenus et réputés pour nobles et gentilshommes," and that his coat-of-arms should receive, for augmentation, "on a field azure a fleur de lys or."

One Meesters, a quack inventor of infernal machines, had at this time gained the ear of the English Admiralty, and a great number of expeditions had been sent into the ports of France to apply his invention to the destruction of ships of war in harbour. In August, 1695, a fleet of ships of war, fire-ships, bomb-ketches, and machine-vessels, under the command of Lord Berkeley, was directed against the port of Dunkirk, and Jean Bart received the King's commands to defend his native waters against the English lord. The enemy's fleet anchored off Mardyck, a league distant from the town, on the 4th, and orders were forthwith issued to remove all the combustible material away from the arsenal and farms adjoining, and guns were placed in battery upon the strand, and several regiments of cavalry arrived, to oppose a descent; but nothing was attempted until the 11th, when, about nine in the morning, the bombardment began; later in the day, some "smoke-ships" were sent in, which burned to little or no purpose. The bomb-vessels, however, continued firing till five, when the whole fleet sailed away, having expended, with very little or no effect, as many as 1200 shells, besides carcasses. Jean Bart had employed all his energies in order to save his native town of Dunkirk, and was rewarded for his zeal and

1694.

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1695.

Jean Bart's  
successful  
defence of  
Dunkirk.

1695. activity with a pension of 2000 crowns, and the commission of Lieutenant de Vaisseau for his son; Louis XIV. also struck a medal to record the event, which, however, was much more owing to the utter incapacity of Meesters than any very heroic exertions of the defenders of Dunkirk.

1696. In 1696 Jean Bart was again commissioned to carry forth, from Dunkirk into the North Sea, a squadron of seven ships of war and a fire-ship, and to prey on the commerce of the enemies of France, as in former years. The confederate fleet, with fourteen ships of war, put the place into a strait blockade as before. Nevertheless, on the night of the 17th-18th May, Jean Bart, together with M. Vergrei, Commissary-General of Marine, stood out to sea, and attained the Baltic unobserved. A characteristic anecdote is told of the Commissary, who found fault with the quantity of tallow expended in sounding with the line, which he thought the sailors used extravagantly for their own benefit. These sort of economies not being in Jean Bart's line, he said he could not imagine the men would steal the grease, "*Que voulez-vous qu'on fasse de ce suif?*" but he said he would send to inform him specially when they came into soundings. It happened to be in the middle of the night, when M. Vergrei was awoke several times with the report that they were heaving the lead; when at length he exclaimed, "*Qu'on sonde tant qu'on voudra, et qu'on me laisse dormir.*" The biographer who gives the anecdote draws this most logical inference from it: "*Qu'il ne faut pas croire que des hommes qui ont le courage d'exposer leur vie au milieu des hazards sont capables de bassesses.*" The depredations committed by this active Commodore in the North Sea and Baltic, with his light squadron, at length induced the British Admiralty to send out Admiral Benbow, one of their most intelligent and successful look-out officers, to follow up Jean Bart's movements, but the French Com-

Jean Bart eludes the blockading fleet at Dunkirk, and enters the Baltic.

Jean Bart's successes compel the English to send Admiral Benbow in pursuit of him.

modore evaded all pursuit, notwithstanding that he was constantly sighted and chased; and the dexterity that he evinced in eluding the vigilance of such a man as Benbow went far to increase his fame, and to increase the alarm of it among the English merchant-marine. 1696.  
 “On assure que son nom seul étoit un épouvantail dans toute la Hollande; que si quelqu’un erioit, ‘Voilà Jean Bart!’ tous ceux qui l’entendoient regardoient promptement par où ils s’enfuioient.” The English, the Dutch, the Russian, were such sufferers from his “light squadron” that they united for the last five months of this season to form a squadron of fifty-two vessels, which were divided into three squadrons, with the sole object of watching Jean Bart’s movements, so that when his supplies failed he was under the necessity of returning to Dunkirk, which he again and again succeeded in entering and quitting with as much hardihood as success, although he was often obliged to set fire to his prizes to prevent their recapture.

On the 27th April, 1697, Louis XIV. ordered Jean Bart again to repair to Court, and, on his entering his presence, said, “Jean Bart, je vais vous faire Chef d’Escadron.” “Votre Majesté ne peut pas faire mieux,” was the ready reply, at which the Court circle laughed immoderately. “You mistake, gentlemen,” remarked the King, “the meaning of Jean Bart’s answer. It is that of a man who knows his own value, and intends to give me fresh proofs of it.” On another occasion Louis XIV. expressed himself to Jean Bart in the following complimentary strain: “Je voudrois avoir dix mille hommes comme vous.” “Je le crois bien,” was the response of this unsophisticated seaman to his august Sovereign. 1697. Anecdotes of Jean Bart and Louis XIV.

The death of John Sobieski, in June 1696, had brought forward many pretenders to the Crown of Poland, and, amongst others, the Prince de Conti, grandson of Louis XIV. and Madame de la Vallière, who had distinguished himself highly in the French armies, and

1697. had upheld the military reputation of the family of Condé. The King now committed the person of his candidate to the prudence and skill of Jean Bart, to carry him safely to the Baltic, and land him on the Polish shore. The Prince embarked on this mission at Dunkirk, on the 5th September, 1697, and Bart with great address passed an enemy's fleet of nineteen ships of war. His Royal Highness had had some experience of danger, nevertheless he was made somewhat nervous at the imminency of being made a prisoner. "It was very possible," replied Jean Bart. "What would you have done," said the Prince de Conti, "had they attacked us?" "Rather than surrender I would have blown up the vessel; my son is at this moment in the powder magazine with a lighted match in his hand, ready to obey my order." "The remedy is worse than the disease!" exclaimed His Highness; "be pleased to order him on deck immediately." The fleet arrived opposite Dantzic, on the 26th, where many notables of Poland received him, and he attended a great meeting of the electors at Oliva, on the 13th October, but he soon perceived the hopelessness of success, and returned on board Jean Bart's squadron, which carried him safely back again to Dunkirk on the 10th December.

—  
Jean Bart  
escorts the  
Prince of  
Conti to  
Dantzic.  
  
Charac-  
teristic  
anecdote of  
Jean Bart.

The Peace of Ryswick restored Jean Bart to a rest that was only too *ennuyant* for such a man; *pour s'amuser*, he made an excursion with his family to see his old schoolmaster, who was still alive; nevertheless, in 1703, when the War of the Succession broke out, he was called into activity, and was directed again to carry a light squadron to the Baltic; but, on the 27th April, before he could obey the injunctions that he had received, he was seized with an attack of pleurisy that carried him to the grave, in his fifty-second year. It is most honourable to Louis XIV., who, amidst his many faults, was a noble rewarder of merit to all who had served him, and a great King in his graceful mode of conferring a favour, that we can record that within

1703.

Death of  
Jean Bart,  
April 27.

Honour-  
able con-  
duct of  
Louis XIV.  
to his  
family.

a week of his death, on the 2nd May, His Majesty signed, with his own hand, a "brevet de deux mille livres de pension pour la Dame Bart et ses enfants." He left six children surviving him, the eldest of whom became an Admiral, and left many descendants. 1703.

Jean Bart was of a strong build and of good stature, with a regular and agreeable physiognomy. Like his Flemish countrymen, of a soft complexion, blue eyes and fair hair. He was temperate in his habits, and modest in his speech, of which however he was sparing, and never presumed on good fortune. He would say, "I owe more to those who followed and assisted me than to myself." He was rarely moved to anger, except when deeply offended. He had activity, energy, and vigilance for all his work, courage and valour beyond others in his profession, yet always under the control of prudence and common sense. He would seek danger when circumstances demanded it, and avoid it when it would in no degree tend to any advantage. He had been entirely the architect of his own fortune. Born in a fisherman's cabin, he was utterly ignorant of the usages of the world, and often gave vent to remarks which were not quite in place, yet he had nevertheless a steady mind and strong good sense. Without being an Admiral in the popular sense of the word and character, he was a wonderful seaman, and attained a knowledge of his art, both in ship-craft and in pilot-craft, that rendered him an ubiquitary that could never be caught or held; yet Jean Bart was in fact nothing more than this, he was nobody excepting when on board his ship; and his constant companion, De Forbin, says of him, in his "Mémoires:" "Il étoit un stupide, incapable de former aucun projet; mais en même temps il étoit actif, vigilant, toujours prêt à agir avec un valeur et un courage guidé par un sage prudence<sup>1</sup>."

<sup>1</sup> Vie de Jean Bart, par Richer; Eugène Sue; Biographical Dictionaries; Macaulay; Mémoires de Forbin.

# MARSHAL DE CHÂTEAU-REGNAUD.

FRENCH ADMIRAL.

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Born 1637. Died 1716.

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1637. Birth of CHÂTEAU-REGNAUD. FRANCIS LOUIS DE ROUSSELET, Count de Château-Regnaud, or Château-Regnault, was a native of Touraine, where he was born in 1637. The family of Rousselet was of obscure origin until the marriage of the great-grandfather of our hero with the sister of the Cardinal de Retz. Like most of the young French nobles of his days he sought the occupation of arms, and made a campaign or two under Marshal de Turenne, when he was present in 1658 at the siege of Dunkirk; subsequently he took service as a naval officer in 1661, and obtained the commission of Lieutenant de Vaisseau. He distinguished himself in an attack of the Sallee Rovers on the coast of Barbary, where, probably, he became comrade with De Tourville, but they were already intimate friends, for

they had met together at the Court of St. Germain's, 1667. in 1667, where both witnessed the King's creation of a Maréchal de France in the apartments of the palace, and made the singular wager which was so remarkably won by both the *parieurs* in the course of their naval career. "En 1673 il fut promis un grade de Chef d'Escadre, et livra un combat contre cinq corsaires hollandois avec un vaisseau et soixante-quatre canons, et en 1674 il attaqua dans la Manche le fils de Ruiter, Contre-amiral de Hollande, qui convoyoit une flotte de 105 navires de commerce; après un combat de trois heures, dans lequel cinq vaisseaux hollandois furent coulés à fond, le jeune Ruiter fut obligé d'échouer plusieurs de ses navires sur les banes de Flandre." Gérard Brandt makes no allusion to this affair, and it is so loosely given, without further details by Richer, as to render it impossible to give a very intelligible account of it.

In these early days of French naval prowess, France was too weak to enter single-handed into great conflicts, so that she was under the necessity of soliciting the co-operation and aid of the fleets of any small maritime nation. It had been the wars with the Dutch and English, 1664—1676, that first afforded the French people the opportunity of learning, at the expense of these two great naval antagonists, how to make a figure on that element with which they had been before so little acquainted; and it was Colbert who, for the most part, nursed the maritime service, by rendering it a participation in glories of which they did not share the danger, so that by sometimes siding with the Dutch, and sometimes with the English, the French fleet became eventually able to deal with either nation. Officers, such as De Tourville, Gabaret, and Château-Regnaud, were at this period rapidly advanced to high commands. It was in 1681 that De Tourville received his flag, and he could not have been much the senior to Château-Regnaud, although

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Singular  
wager of  
Château-  
Regnaud  
and De  
Tourville.

1674.  
Successful  
action with  
the Dutch.

Insignifi-  
cance of  
the French  
Navy till  
1664-1676.

1681.

1687. we find our hero in 1687 commanding a ship of war under his friend, yet in the year 1689 Château-Regnaud was undoubtedly in the temporary command of a fleet of sixty-two men-of-war, with which he joined De Tourville at Brest.

—  
Château-Regnaud joins De Tourville with a fleet at Brest, 1689.

Action with  
Admiral  
Herbert  
in Bantry  
Bay.

While in port, the King sent orders that a squadron, consisting of twenty-four ships of the line, with two frigates and fire-ships, should be despatched to the coast of Ireland, under Château-Regnaud, and, accordingly, on the 9th May, he appeared between Cape Clear and Kinsale. The English Admiral Herbert, in command of twenty-four sail, sighted them on the 10th, and at once endeavoured all he could to get up to them before they could reach Bantry Bay. The enemy saved him the labour, for on the 11th the French fleet stood out to sea in a well-formed line of battle, M. Gabaret being in the van with eight ships. The Admiral's flag appeared in the centre with eight more, the rear-squadron, with the same number, had for its Commander M. Foran. The French van cut in upon the leading English vessel as it attempted to get round their flank into the Bay, and both fleets were soon generally engaged. The fight was pretty warm for about two hours, when it slackened, because the wind obliged all the ships to tack, under which operation the fire slackened, when both sides renewed the fight for about four hours. The endeavour of the antagonist Admirals was to obtain the wind, and Château-Regnaud, in his report, very modestly mentions that he had obtained it: "Il est à remarquer, Monseigneur, qu'il est fort extraordinaire que les Anglois aillent si bien au prix de nous, et que nous les ayons mené de la manière que nous avons fait. Il ne l'est pas moins que ce soit Herbert à qui cette aventure soit arrivé; lui qui passe pour le plus capable et le plus brave de leurs généraux, aussi il est certain qu'après que la crainte de l'incertitude du combat fut passée, ils en ressentirent une telle confusion que, quoique nous



fussions très-bien ensemble, ils fussent ravis d'être sorti du péril où ils croyoient être. Je fus quatre heures le maître de la tête des Anglois." Admiral Herbert, however, kept out to sea, because he found no other way by which he could gain the wind; and accordingly the French fleet stood into the Bay, which put an end to the fight. The English had, without a doubt, the worst of the battle of Bantry Bay, although it was an action inconsiderable in itself. The French had one ship set on fire, and two others were obliged to be sent out of the line. The English lost no ship, but one Captain and one Lieutenant, with 94 men, were killed, and about 300 wounded. Herbert bore away for the Scilly Islands, and Château-Regnaud retired into Brest. 1689.

In 1690 we find Château-Regnaud, with his flag in the "Dauphin Royal," commanding the advanced squadron of the fleet under De Tourville, consisting of six very large ships of war, which had been constructed at Rochefort, and brought from thence by the Count. This fleet quitted Brest on the 23rd June, and, entering the Channel, cruised along the English coasts. De Tourville had seventy-eight ships of war; and, on the 10th July, Admiral Herbert, now made Earl of Torrington, with the confederate English and Dutch fleet, consisting of fifty-six ships of war, offered battle. The French fleet was formed in a curve or half-moon, of which Château-Regnaud commanded at one of the terminations. Herbert and the Dutch Admiral Hervestem opened fire against the enemy at nine in the morning, and for about two hours the cannonade was terrible on both sides; but it does not appear that Château-Regnaud's squadron had any other duty in this conflict, called by the French the Battle of Bévésières, and by the allies of Beachy Head. After the victory gained here by De Tourville, the Minister directed him to send Château-Regnaud to burn the arsenal of Plymouth; but the Admiral did not deem it practicable, and, 1690.

Château-Regnaud commands a squadron in the battle off Beachy Head.

1691. accordingly, that enterprise was laid aside, and the fleet returned to port<sup>1</sup>.  
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In 1691 the antagonistic fleets of England and France avoided offensive operations; but after the affair of Kirconnel, on the 9th July, when the hopes of James II. were utterly at an end in Ireland, Admiral de Château-Regnaud was detached from Brest, with thirty ships, to render assistance for the preservation of the troops and supplies that might be brought away, or for the general protection of the garrisons left behind; at length after two months' fruitless cruise, he received orders to take his squadron into the Bay of Biscay to look after the Spanish galleons that might be expected home towards the end of the year. However, M. de Château-Regnaud had not the good fortune to meet with any prizes, and got a rap on the knuckles from Count de Portchartrain for his want of success. In 1696 we hear of M. de Château-Regnaud being commissioned to conduct the fleet from Toulon to Brest, and, although an English fleet of thirty-five ships of war was in the Mediterranean, he accomplished the mission with safety, and without the necessity of firing a shot. He was afterwards sent with twelve ships of the line to cruise off Cadiz, in order to intercept the expected arrival of the galleons from Mexico, but he again failed.

1696.  
Château-Regnaud conducts the fleet from Toulon to Brest.

<sup>1</sup> It has been remarked that it is only by comparing the negative victory off Beachy Head with the brilliant result of Russell's victory at La Hogue, that Herbert's conduct can be fully understood. Both battles were fought under somewhat similar circumstances, that is, under orders from their Sovereigns contrary to what the two Admirals themselves desired. Here the English fleet is the weakest, and Herbert would have kept out to sea and avoided a decisive battle. At La Hogue the relative strength of the contending fleets is reversed, and the French Admiral keeps in show, invites a contest, and, leaving himself no means of escape, is totally destroyed by the superior enemy. It has been thought that Herbert's fleet would have suffered a similar catastrophe to De Tourville's, had the British Admiral risked a close action.

In 1700, Louis XIV. sent detachments of his navy 1700.  
 in every direction in the hope of coming across the —  
 Archduke Charles, who had declared himself King of  
 Spain in opposition to the Duke d'Anjou, and our  
 hero was given the command of a squadron of nine  
 ships of war to lie ready for any thing that might  
 happen at La Rochelle. Towards the end of 1701 M. 1701.  
 de Château-Regnaud had the command given him of a Château-  
 conjoint expedition for the defence of the Spanish Regnaud  
 settlements. His fleet consisted of a squadron of succeeds  
 eighteen French ships of the line, under M. de Coetle- in his  
 gon, and the Spanish ships of war, under Don Pedro expedition  
 Navaredo, with a number of engineer and artillery offi- to the  
 cers, ammunition, and ample means of bombardment, Spanish  
 for the purpose of being employed by the governors of settle-  
 the Spanish settlements in the New World in support ments;  
 of Louis XIV.'s policy in respect to the throne of Spain. but is  
 He succeeded fully in the main object of his mission, compelled  
 and collected the scattered fleet of Spain from the to burn  
 different Spanish colonies, which he carried safely a portion  
 to the port of Vigo; but Sir George Rooke hearing of of his fleet  
 the arrival of the united fleet, came suddenly upon the at Vigo.

In the year 1703 the King created the Lieutenant- 1703.  
 General Château-Regnaud Maréchal de France, together Made a  
 with two other Admirals, D'Estrées and Tessé; but I Marshal of  
 cannot find that, after he received the *bâton*, he ever France.  
 raised his flag. His son, the Chevalier de Château-  
 Regnaud, was subsequently a distinguished officer, and  
 the small service that is subsequently spoken of under  
 this name was probably that of the son. The father,  
 our hero, died in 1716. I cannot find the materials 1716.  
 to form any character of him <sup>1</sup>. His death.

<sup>1</sup> Histoire de France, de Trognon; Vie de Tourville, par Richer; Eugène Sue.

# JOHN BENBOW.

ENGLISH ADMIRAL.

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Born 1651. Died 1702.

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1651.  
Birth of  
Benbow.

THIS renowned seaman was born at Cotton Hill in the parish of St. Mary's, Shrewsbury, some time in 1651; but as the principal distinction of his family name was that his progenitors had served his country in the profession of arms in no very exalted rank, all record of their condition has perished. He was the son of Colonel Benbow, who was a sturdy Royalist during the Civil Wars, and stood by the King's side at Worcester Fight, where he was taken prisoner and narrowly escaped being put to death. During the Usurpation his family probably lived at Shrewsbury; and at the Restoration he was appointed to some small office in the Tower of London, where, a little before the breaking out of one of his Dutch wars, King Charles II. happened to pay a visit of inspection as to the state of the

magazines. There His Majesty saw the good old Colonel, whose hair was blanched with age, and, with that wonderful memory which attaches with such singular uniformity to Royalty, His Majesty recognized him, received him with great cordiality, and condescendingly inquired after his fortunes. The Colonel told the King that he enjoyed a place in the Tower of some fourscore pounds, in which he endeavoured to serve His Majesty as cheerfully as if it were four thousand. The King answered that it was too small a recompense for one who had stood by him on the field of Worcester; and, turning to his attendants, commanded that he should come to the palace the following day, when he would inquire how he might provide more liberally for him and his family: but that tomorrow the veteran was destined never to see. His sense of the King's condescension and goodness overcame his long pent-up feelings of loyalty and devotion, and, sitting down on a bench, he quietly breathed his last, even before His Majesty was well out of the Tower. It does not appear that the family derived any benefit from the good-intentioned monarch's intentions.

There is no record of what the Colonel's family consisted of, or what became of them. The subject of our memoir was bred to the sea in the merchant-service, and became, before the end of Charles II.'s reign, owner and commander of the "Benbow," one of the most considerable of the vessels in the Mediterranean trade. He appears to have obtained the reputation of a brave, active, and skilful seaman, and he would have probably acquired a good estate in the mercantile marine, if an accident had not brought him to a commission in the Royal Navy which led to his future distinction.

In the year 1686 Captain Benbow, trading in the vessel bearing his name, of which he was Master and part owner, was attacked in his passage to Cadiz by a Sallee Rover, against which he defended himself with

1651.

—  
Charles II.  
and  
Benbow's  
father.

Benbow a  
Captain and  
owner of a  
ship in the  
Mediterranean  
trade.

1686.

Benbow  
defeats a  
Sallee  
Rover.

1686. the utmost bravery, until the Moors succeeded in board-  
 — ing his ship. This roused him to a desperate struggle,  
 Characteristic anecdote of Benbow. which ended in his expelling the barbarians from his  
 deck, leaving thirteen men behind them, whose heads  
 the Captain desired to be cut off and thrown into a tub  
 of pork pickle. Arriving at Cadiz, he went on shore  
 and ordered a negro servant to follow him with the  
 Moors' heads in a sack. In answer to the inquiries of  
 the revenue officers, "What have you got there?"  
 the Captain answered, "Salt provisions for my own  
 use;" but he refused to allow the sack to be opened.

The officers insisting that he must then go before  
 the magistrate, the Captain consented to go before  
 him, and was received with every civility, but, as he  
 refused to open the sack to the demand of the proper  
 officer, the nature of their commission obliged them to  
 demand a sight of the contents of his sack. "Very  
 well," said the Captain; "I told you they were salt  
 provisions for my own use. Cæsar, throw them down  
 upon the table; and, gentlemen, if you like them, they  
 are very much at your service." Of course the whole  
 court was astonished at the sight, and, demanding the  
 circumstances under which he obtained them, Benbow  
 succinctly and modestly related the adventure; and  
 this account of the Captain's enterprise obtained a  
 pretty general circulation in the city, so that it came  
 to be carried to the ears of Charles II., then King  
 of Spain, who commanded that Captain Benbow should  
 repair to his Court, that he might become acquainted  
 with so gallant an officer. He was received by the  
 Spanish sovereign in the midst of his Court with  
 the greatest respect, and was afterwards dismissed  
 with a handsome present, and His Most Catholic  
 Majesty wrote a letter to his royal brother of England  
 to congratulate him on having such a subject: hence  
 it was that James II., on the receipt of the recom-  
 mendation, made Benbow's acquaintance, and gave him  
 the command of a ship in the Navy.

Benbow  
 receives  
 a commis-  
 sion from  
 James II.

After the Revolution, Benbow was placed in charge of the "York," in 1689; and the merchants of the City, who well knew the man and his worth, requested that he might be appointed to the command in the British Channel to protect our trade. In this service he not only succeeded effectually, but by his daring and skill acquired a perfect knowledge of the French ports, evinced, on many occasions, the most intrepid courage in these expeditions by accompanying the engineers in the ship's boats during the bombardments, by sharing in all their hardships, and by usefully assisting in these operations: so he became generally recognized as a practical and trustworthy seaman, and in consequence Lord Torrington constituted him Master of the Fleet, in which character he acted in the battle off Beachy Head. 1689.

—  
Benbow  
serves  
in the  
Channel.

The vigour and activity he displayed ultimately recommended Benbow to King William for a flag, and, in November, 1693, we find him in command of a squadron of twelve men-of-war, four bomb-vessels, and ten brigantines, off St. Malo. He at once ran in and anchored before Quince Fort, and, after placing his ships in positions best suited to the plan of Captain Philips, the engineer, he opened a concentrated fire upon the fort. The enemy, however, received him with such a return fire that, after five hours' firing, he was constrained to warp the ships to prevent grounding. The harbour of St. Malo, although large, is known to be difficult of access on account of the rocks that surround it, and from the great strength of its defences. 1693.

Benbow  
attacks  
St. Malo.

The squadron returned to the attack a day or two later, and succeeded in throwing seventy bombs in one day into the town, when a landing was effected, which merely resulted in setting fire to a convent which had been occupied with troops. At length, on the fifth night, which was exceedingly dark, with a fresh gale of wind and a strong tide, Benbow brought in a novel

1693. kind of fire-ship, of about 300 tons' burden, which was intended to have reduced the town to ashes, but she struck upon a rock, and the engineer who was on board being unable to manage her, set fire to her, and quitted her, when she exploded, with an effect that shook the place like an earthquake, broke all the glass for leagues around, and struck off the roofs of 300 houses. A capstan that weighed 200 pounds was transported by the explosion over the walls, and fell upon a house, which it brought to the ground. The consternation and the destruction occasioned would have probably led to the capture of the town if there had been a sufficient number of land forces, but all that really happened was that the fort only was assaulted and destroyed, eighty prisoners captured, and for a time St. Malo, which had been a nest of privateers infesting the English commerce, was crippled if not destroyed.

1695. In the year 1695 Benbow formed one of a more considerable expedition which, under the command of Lord Berkeley and the Dutch Admiral Allemonde, sailed on the 4th July. The entire fleet, consisting of seventy sail, came before the place and cannonaded it with all their guns, while Colonel Richards, the engineer, with Benbow on board the "Charles" galley, led the way to place the bomb-vessels within a mile and a half of the town. By this plan the town was set on fire in several places, the bombardment being continued for eleven hours with all the success that could possibly be expected from such an operation (which, it may be said *en passant*, is one of the most cruel expedients of war, for it does very considerable private injury, and rarely does much effective service). All that can be said for these bombarding and touch-and-go visits to an enemy's shores is this, that it is always better to alarm and burn the French coast than to suffer them to alarm and burn the English ports, which they would probably attempt if they were not frightened for their own. In 1695-6 the

Benbow  
commands  
the  
"Charles"  
in the bom-  
bardment  
of Calais.



policy appears to have been still pursued of insulting the coast of France; Granville, Havre-de-Grace, Dunkirk, Calais, were all in turn threatened or bombarded, and the entire French shore was kept in a perpetual alarm. In the month of May, Rear-Admiral Benbow sailed with a small squadron in order to block up Du Bart in the harbour of Dunkirk; but that famous adventurer availed himself of a fog to escape him, and, although Benbow followed him as well as he could, he contrived to evade him more than once, although he was sometimes within sight of him. Our hero received a wound in the leg off Calais; but shortly afterwards, the Peace of Ryswick put an end to the war, and brought some repose to Benbow.

1696.  
—  
Benbow fails to prevent the escape of Du Bart from Dunkirk.

Benbow wounded.

The many disappointments that befel the English in the course of the war occasioned very loud complaints against almost every one who was engaged in maritime affairs; but it is remarkable that, in the many bitter pamphlets of the time, not one word was said to the prejudice of Admiral Benbow. On the contrary, he received many high commendations from his old friends the merchants, who omitted no opportunity of publicly thanking him for the protection of commerce; and he was always a favourite of the seamen, who evinced towards him the greatest proof of their affection. He seems never to have had any political attachments, so that he escaped much of the rancour that was afloat; and King William was delighted to find a single subject of his in such a category, and was glad to call him into his counsel upon a question then much mooted—whether mere seamen—or, as they were then termed *tarpaulins*—or officers of a superior education were best suited to the command of fleets and ships. He sensibly gave it as his opinion that it was safest to know no distinctions of that kind, but he thought a naval Commander should always be judged by his actions at sea, and that the great danger lay in preferring gentlemen

Benbow excepted from the almost general dissatisfaction of the public with the Commanders and management of the Navy.

1696. without merit, on some score of political favour, to the better description of tars who would best undertake matters beyond the capacities of mere landmen.

— After the peace, King William desired information of the state of the West Indies in case his pacific views should be disappointed and a new war should arise. He feared the colonies were in a very weak and defenceless condition; and it happened that the Scotch had lately established a settlement at Darien, which had given great offence to the Spaniards. Accordingly, the King fixed on Rear-Admiral Benbow<sup>1</sup> to command a squadron of seven sail of fourth-rates, and His Majesty gave him his own private instructions, especially directing to keep as fair as possible with the governors of the Spanish ports and settlements, and to make his observations with regard to them.

1698. Benbow raised his flag in November, 1698, and arrived in the West Indies in the February following. He found most of the British colonies in a bad condition, and, for the greater part, at variance with their governors; and the garrisons so much reduced, by sickness and other accidents, as to be very unequal to the defence of the islands. He had, however, brought a regiment out with him, which he disposed of to the best advantage in the Leeward Islands. He next proceeded to perform the other part of his commission—the looking into Spanish affairs, for which a very proper occasion presented itself. The authorities at Cartagena had seized two British ships with an intention to employ them against the Scotch settlers at Darien, and he therefore resolved to restore those ships to their owners. He stood across to

Benbow is  
sent to the  
West  
Indies.

<sup>1</sup> An amusing anecdote is told of the Dutch King on this occasion, who was not much given to a joke either in English or any other language. It was discussed whether another Admiral should not have the command, who was said to be too much of a fine gentleman: “Oh!” said the King, “if we are to have a *beau*, I insist upon my old friend Ben-bow.”

the Dragon's Mouth, and apprised the Governor-General at Trinidad that he came there for the two English ships lying in the harbour, which, if not sent out to him, he said he would come and take by force. After some demur the ships were sent out to him, with which the Admiral returned to Jamaica. He afterwards proceeded to Porto Bello on a similar enterprise, and, by his firmness, he obtained there also the satisfaction he required; and, in June, 1700, he returned to England with six men-of-war, taking New England in his way.

1698.  
—  
His spirited conduct at Trinidad and at Porto Bello.

1700.

He was received very graciously by the King, and earned many compliments for his courage, capacity, and integrity by all parties in the State. In acknowledgment of which he received the grant of an augmentation to his coat-of-arms; for, as it consisted at first of only *bows*, he was now permitted to bear as many fledged *arrows*, in token that they were *bent-bows*. The ambition of Louis XIV., on the occasion of the Spanish Succession, having again lighted up an European war, the British Government thought it desirable to send a strong squadron to the West Indies, and recommended Admiral Benbow to the King; but His Majesty considered that, as the Admiral had just returned from that climate of bad report, some other officer should take the turn. However, he sent for "honest Benbow," as His Majesty called him, and told him he had been named for the command, but that if, having only just returned home, he desired to be excused, he would not take it amiss. The Admiral answered bluntly that a sailor should not consider he had any right to choose his duty or his station, and that if His Majesty desired to send him to the East or West Indies, or any where else, he would cheerfully execute his orders, as became his obedience to the service.

Benbow's interview with King William.

The object of this expedition was to induce the Spanish governors in the New World to refuse the

Benbow is again

1700. succession of Philip, the French King's grandson, to the Spanish monarchy; and, if he could not effect this, he was to endeavour to make himself master of their galleons and silver fleets. The French, however, who knew the importance of the measure, lost no time in upholding the Bourbon cause, and despatched three squadrons in succession, each of them superior to the fleet of Benbow, and with considerable bodies of troops on board the ships. The British fleet, consisting of ten ships of the line, reached Barbadoes on the 3rd November, 1701. Here he received the intelligence of the two French squadrons which had arrived in the Caribbean Sea. He accordingly removed to Jamaica, from whence he distributed his cruisers so judiciously as that very little damage was done to the British commerce on the West Indian station.

1702. In July the Admiral found that a squadron of ten sail, under the command of M. du Casse, was cruising off Jamaica; and, accordingly, Benbow put to sea with eight ships and pursued the French Admiral until the 21st, when he got sight of the enemy off Cape St. Martha. The next morning at break of day he was near the French ships, but none of his squadron, excepting the "Ruby," was within many miles of his stern; notwithstanding which the French did not fire a gun at him; but, in the afternoon, they drew into a line and made what sail they could without fighting. However, the Vice-Admiral and the "Ruby" kept them company all night, plying them with their chase-guns. Thus the Vice-Admiral continued pursuing, but was never duly seconded by several of the ships of the fleet. On the 23rd, about noon, the French Admiral engaged the "Ruby," which became so disabled that she was obliged to put back into Port Royal. The fleets were again brought together; but the English Captains would not fire again, though within blank shot. At length, on the 24th, Benbow, tired of temporizing any longer, came up with the enemy's

—  
sent to  
the West  
Indies.

Benbow  
encounters  
M. du  
Casse off  
Cape St.  
Martha.

sternmost ship and fired his broadside, which was returned very briskly; when, about three in the afternoon, the Admiral's right leg was shattered by a chain-shot. He was immediately carried below to have his wound dressed by the surgeon, when one of his officers expressed to him his great sorrow for the loss of his leg, upon which Benbow replied, "I am sorry for it too; but I had rather have lost both than have seen this dishonour brought upon the English nation. But—do ye hear?—if another shot should take me off, behave like brave men and fight it out." He then caused himself to be carried on deck in his cradle, that he might witness the continuance of the action, when one of the enemy's ships, carrying seventy guns, appeared in a very disabled condition: but only one ship of his fleet, the "Falmouth," took any steps to engage her: three of his ships passed her, firing their broadsides, and stood away to the southward. The disabled ship put her helm a-weather and ran right before the wind, until the French Admiral took her in tow. The Vice-Admiral signalled for all his Captains to come on board the flag-ship, when they all agreed "that the French were too strong; and, from what had passed, he might guess he could make nothing of it." Benbow was indignant, but the several Captains all signed a paper to the same effect, and he, seeing himself absolutely without support, saw no other course open to him but to bear away for Jamaica.

1702.  
Benbow is wounded.

Dastardly  
behaviour  
of his  
Captains.

On his arrival at Port Royal, he ordered all the officers who had so scandalously misbehaved to be landed and confined to their quarters, while he directed a commission to Rear-Admiral Whetstone to try the four Captains by court-martial for cowardice, breach of orders, and neglect of duty: these charges were proved upon the fullest and clearest evidence that could be desired. All four were found guilty, and sentenced to be shot, which sentence was carried out

Four of  
Benbow's  
Captains  
are  
sentenced  
to be shot.

1702. against three of them ; but the fourth died a few days  
— previous to his comrades' execution.

The operation of amputation was so much affected by the anxieties and mental suffering attending the trial of his Captains, that a serious fever set in, which was also aggravated by the heat of the climate ; and the condition of his mind may be tested by the letter he at this time addressed to his wife at home, wherein he expressed much more concern for the state of affairs as they affected the public than for himself. From the time of the loss of his leg he entertained no hopes of recovery, but showed an earnest desire to be as useful as he could as long as he lived, by taking the accustomed measures for the proper distribution of his ships, and for their proper condition and victualling. His spirits did not fail him until very near his end, which happened November 4, 1702.

Death of  
Benbow.

His remains were sent to England, and deposited without pomp or ceremony in the burying-ground of St. Nicholas, Deptford. Neither Queen Anne nor the Parliament gave his memory a thought, and it was only of late years that a monument has been erected to his memory in St. Mary's Church, Shrewsbury, bearing this inscription : " Erected by public subscription to commemorate the services of John Benbow, Esq., Vice-Admiral of the Blue ; a skilful and daring seaman, whose heroic exploits long rendered him the boast of the British Navy, and still point him out as the Nelson of the time. He was born at Cotton Hill in this parish, and died at Kingston, Jamaica, November 4, 1702, aged fifty-one years, of wounds received in his memorable action with a French squadron off Carthage in the West Indies, on the 19th and five following days of August in that year."

Monument  
at Shrews-  
bury to his  
memory.

His  
character.

While his bitterest enemies could not deny him the reputation of a brave, active, and able Commander, his best friends and admirers could not gainsay that he wanted those conciliatory means which are usually

found requisite to secure personal attachment and regard: honesty, integrity, and a blunt sincerity were the most prominent features of the man, and rendered him estimable to his Sovereign, and to his own circle. But, while we lament the blot in our nature, we cannot deny that these truly valuable qualities are insufficient to acquire love in the profession of arms, even with unblemished valour. He was what is called a “taut hand,” strict and severe in his discipline, as was evidenced in the closing incidents of his life. The act of accuser, judge, and executioner of four Captains<sup>1</sup> of his fleet is a startling comment on his own gloss of his character, that he was hated as an officer and Commander<sup>2</sup>.

<sup>1</sup> The following letter to Benbow is said to have been addressed to him by the French Admiral, his opponent:—

“Sir,—I had little hopes on Monday last but to have supped in your cabin, but it pleased God to order it otherwise—I am thankful for it. As for those cowardly Captains who deserted you, hang them up; for, by G—, they deserve it.

“Yours,

“DU CASSE.”

<sup>2</sup> Chalmers’s Biographical Dictionary; Campbell’s Lives of the Admirals; British Naval Biography; Smollett’s History of England.

# SIR CLOUDESLEY SHOVEL.

BRITISH ADMIRAL.

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Born 1650. Died 1707.

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THE many opportunities which the Naval service affords for the display of personal bravery, skill, and the exercise of a cool and sound judgment, together with the great mental energies that it peculiarly calls into operation, have probably been the reason why, in every land, a succession of eminent men have arisen in it to the highest honours of the service from a very mean origin. This observation will be found to be fully illustrated in the life of the distinguished Commander whose service we have now to relate.

1650.  
Birth of  
Cloudesley  
Shovel.

Cloudesley Shovel was the child of humble parents in the obscure village of Cley, in the remote northern district of Norfolk, and was born about the year 1650. His parents had a cousin of the name of Cloudesley, who was a man of comparative substance, and, with the



hope of giving their child a chance of some advantage from his favour, they called their son Cloudesley; but their rich relation nevertheless took no notice of his little namesake, and died without leaving him a shilling. Nothing is known of his schooling, but, as a livelihood, the boy was brought up to the trade of a shoemaker; the last and awl, however, did not prove to his taste; and, as there was a little harbour at his village, from whence a fishing business and a small foreign and coasting trade was supported, he early discovered an inclination for marine pursuits and wandering, and at length went to sea as a cabin-boy. He applied himself very assiduously to the study of navigation, and by his application and steadiness he attracted the notice of Sir Christopher Mengs, who removed him into his own ship as an apprentice. When in this capacity he overheard the Admiral express an earnest wish to have some order of consequence conveyed to a ship at some distance, and, being a lad of spirit, he offered to accomplish it. He was accordingly trusted, and swam through the enemy's line of ships, with the despatches in his mouth, bringing back a reply in safety. This action gave him notoriety, and he soon came to be regarded as a youth of promise, and quickly attained preferment.

1650.

—

Daring act  
of young  
Shovel  
when an  
apprentice.

In 1674 we find him in the rank of Lieutenant, and employed in the ship of Sir John Narborough, who was himself a Norfolk man, and had in consequence given him his countenance. In the autumn of the same year Sir John was appointed Commodore of a squadron, that was sent out to punish the piratical state of Tripoli, and, being ordered by his instructions to try negotiation as well as force, he sent Shovel on shore, and desired him to demand some satisfaction for the mischief that had been inflicted on British commerce, and an assurance that it should not be permitted to continue. The Lieutenant delivered his message with proper spirit, but failed in the mission because the

1674.

Lieutenant  
Shovel  
negotiates  
with the  
Dey of  
Tripoli.

1674. Dey, despising his youth, treated him with much disrespect, and sent him back to the Admiral with an unsatisfactory answer.

Sir John sent him in again, giving him instructions as to the turn he wished him to give to his mission, namely, to make inquiries and observations on the condition and preparations for defence that existed on shore. Shovel endured a worse reception than before, but under a pretence for delaying his departure, he did not fail to carry out the Admiral's orders. He brought back such accurate observations on the force and distribution of the shipping and the forts as satisfied Narborough that it was quite practicable to burn the ships in harbour, in spite of the forts and defences; and he fixed upon Shovel to direct the blow that he meditated. Accordingly, in the night of the 4th March, young Cloudesley, with all the boats of the fleet filled with combustibles, went boldly into the harbour, and, having surprised and seized the guard-boat in silence, he boldly passed the Mole, where he destroyed four large armed ships, and brought back his boats safely without the loss of a single man. This brilliant exploit contributed to increase his reputation in the profession, the result being that the Dey immediately sued for peace. Sir John Narborough gave so honourable an account of the Lieutenant in his letters and despatches that it raised him to the rank of Commander, and he was appointed to the "Sapphire," and afterwards to the "James" galley.

Gallant  
exploit of  
Lieutenant  
Shovel.

1679. In November, 1679, Captain Shovel was employed on shore in the defence of Tangier, which, at that time belonged to the British Crown, and was besieged by a Moorish army, who, on the 8th of the month, made a desperate attempt to carry the place by storm, but were repulsed with great bravery. Captain Shovel displayed the best conduct on this occasion, on which he received a wound that disabled him for some time after. The King's faithful Commons would not assist

Captain  
Shovel at  
the defence  
of Tangier.

His Majesty in a matter which they considered a mere personal matter. Tangier had been received as part of the dowry of the Queen; and a considerable sum of money had in fact been expended already on the Mole, and now in consequence of want of funds Charles was obliged to leave that unfinished; and, at length, in 1683, about twenty sail of ships were sent in to destroy utterly the town and castle and Mole of Tangier, and to choke up the haven, in order to get free from the further expense of it. 1680. — Tangier abandoned in 1683.

Shovel was again in England in 1680, and James Duke of York, then at the head of the Admiralty, entertained so high an opinion of his merit as to appoint him to the "Dover" frigate, in which command he was when the Revolution broke out. It appears that Shovel had a grateful regard for the sailor-king, but being avowedly unfriendly to his arbitrary measures, he and his ship's crew went heartily over to the Prince of Orange. In 1688. Shovel joins the Prince of Orange. 1689. In 1689 he was transferred to the "Edgar," in which command he distinguished himself greatly in Herbert's action against Château-Regnaud; and in consequence, when William III. came down to review the fleet at Portsmouth, his courage and conduct were so recommended to the King that His Majesty conferred on him the honour of Knighthood. In the following year Sir Cloudesley was given the "Monk," 60, and was employed in carrying the King and his army into Ireland, who was so pleased with his energy and activity on the occasion that he did him the honour to deliver him a commission of Rear-Admiral of the Blue with his own hand. In 1690 he assisted General Kirke in the reduction of Duncannon Castle; and in January following he was with the fleet that conveyed the King to Holland. In the battle of Beachy Head, where few or none of our English fleet came into action, but just his squadron only, he was deeply engaged in the ship he was aboard of, and made good 1690.

1690. his character so manifestly, that the French knew him right well ever after. On his return he was ordered "to look into Brest," and, when on this duty, having hoisted French colours, he very nearly captured forty sail of merchantmen coming out of that harbour, and, although he missed the capture of the whole, he took seven or eight, and destroyed others.

1692. In 1692 Sir Cloudesley Shovel became Rear-Admiral of the Red, and, with his flag on the "Royal William," 100, he had his full share in Russell's glorious victory of

1693. La Hogue. In 1693 he was one of the joint-Admirals who were given charge of the fleet, at that time our Admiral became, for a season, in consequence of misfortunes that happened in naval affairs, an object of popular odium, but, after Parliament had investigated the affair, he gave so clear and satisfactory an account of the matter that it satisfied the people, and his character remained unimpeached. He had, however, with Sir George Rooke, protected the celebrated Smyrna fleet so indifferently that the French Admiral de Tourville captured and scattered them over the ocean, inflicting great damage on British shipping, and this prejudiced him again, as it was a result very offensive to the pride and prestige of the Navy in the eyes of the nation. The Dutch on this occasion issued a caricature in which the French were seen capturing the merchantmen on every side, while Sir Cloudesley Shovel was represented on board his own ship with his hands tied behind him, his colleagues, Admirals Killigrew and Delaval, having each of them hold of the cord so as to prevent his action and interference. Campbell records of him that he demonstrated fully in his defence, that "he became an eye-witness of the impossibility of doing what his orders directed to be done, so that he was regarded as a man who would command success when it was possible, and omit nothing in his power when it was not."

Useful rather than brilliant was Sir Cloudesley's

next service, when, in 1694, he went to sea, under 1694.  
 Lord Berkeley, in the expedition to Camaret Bay, Sir —  
 where he distinguished himself by his dexterous em- Cloudesley  
 barkation of the land forces, under General Talmash, Shovel  
 upon the small neck of land lying at the mouth of embarks  
 the river of Brest. Instead of trusting to such men the land  
 as our Admiral, however, a young and eccentric son forces at  
 of a Duke, who had exhibited some talent in the con- Camaret  
 struction of his own yacht—the Marquis of Carmarthen Bay.  
 —had solicited and obtained the rank of Rear-Admiral,  
 and was put over our hero's head by the Admiral-in-Chief  
 with the direction of the attack. The young lord was  
 as brave as a lion, and it was thought that he posted  
 the ships in such a manner as to have given great  
 assistance to the land forces, and to have done the  
 enemy considerable mischief; nevertheless, the whole  
 thing failed, the General was mortally wounded and  
 driven back, and some 400 of his troops were killed,  
 and as many taken prisoners.

This is the affair of which Macaulay most unjustly Unjust re-  
 accuses the great Marlborough of having basely (out of flections of  
 jealousy of Talmash) given intelligence to the French Macaulay  
 Government, and thus occasioned the failure; yet Tyn- on the  
 dall and other historians record that “this expedition conduct  
 could not but prove unsuccessful, the French having of Marl-  
 had time to provide themselves against it, the design borough.  
 having been the town-talk in London before it was  
 put into execution.” The famous engineer, Vauban,  
 had been sent down by Louis XIV. to put Brest into  
 a posture of defence, who thus reported to the King  
 before the English fleet arrived: “That His Majesty  
 need be under no apprehension, that he had made all  
 the subterraneous passages under the castle bomb-  
 proof; that he had placed 90 mortars and 300 pieces  
 of cannon in proper places; that all His Majesty's ships  
 were out of reach of the enemy's bombs, and all the  
 troops in good order; that there were 300 bombardiers  
 in the place, with 300 gentlemen volunteers and 4000

1694. regular troops." If Marlborough had been ever so much a traitor, it might be supposed that General Talmash, by his own observation, might have seen that the preparations were too strong for him.

Admiral  
Shovel  
bombards  
Dunkirk  
and Calais.

On the failure of the above expedition against Brest it was deemed desirable to send the fleet along the coast of France, and, while Berkeley carried a portion of the ships to bombard Dieppe, Shovel carried others against Dunkirk and Calais ; but none of these operations had any marked success. These "bombardings" are savage things in war, and ought not to be practised excepting on rare occasions. Doubtless they spread a terror along the entire shore of an enemy's country, and batteries had to be raised and armed, and defenders sought for amid the rural population ; but, on the other hand, it is an abuse of war, to occasion death and destruction of property among non-combatants without some very considerable object. At this time, however, the French had not so much right to complain, for they had bombarded Genoa without a previous declaration of war, and had put the whole country of Holland under military execution, causing, in the mere act of self-defence, the wholesale destruction of the land, by laying entire districts under ruinous inundations. When one nation thus themselves carry out the destruction of peasant life and private property, they cannot complain that the enemy retaliates with the same method of carrying on the war.

1696.  
Admiral  
Shovel  
again  
bombards  
Calais.

In 1696, Sir Cloudesley again sailed out of the Downs, on the 3rd April, with several men-of-war and bomb-vessels, having Benbow under him, and threw between 300 and 400 bombs into Calais, most of which fell in the town and among the embarkations in the piers, and set fire to every thing of timber, whether works on land or shipping. The damage done was very considerable, and the church and barracks were much spoilt and defaced. Our Admiral was also at this time sent on several expeditions of

the like kind, and bombarded Dieppe and many other places on the coast of France. 1702.

Upon the accession of Queen Anne he was advanced to the rank of Admiral of the White, and, in the autumn of 1702, was sent with a squadron of twenty sail to reinforce Sir George Rooke on the Spanish coasts. He reached Vigo just after the Admiral had destroyed the galleons, and he had only the duty left him of bringing home the spoils of the Spanish and French fleets after Rooke had captured them. Nevertheless, in the summer of the same year, he was sent out to take the chief command beyond the Straits, where he protected the trade with great efficiency; and, in the following year, his armament was considerably increased in order to assist the inhabitants of the province of Languedoc, called Les Cevennois, who had been severely persecuted on account of their religion by Louis XIV., and who had appealed for the assistance of the Protestant powers. He had 35 English and 12 Dutch ships placed under his command for this object, but could effect nothing beyond the disembarkation of a force of 2500 marines, under Brigadier Seymour, upon the coast.

—  
Admiral Shovel sent to Spain to reinforce Sir G. Rooke.

In 1704 Shovel joined Rooke's fleet, and, thus reinforced, the British flag in the Mediterranean was in a perfect condition to meet the French, who had effected a junction of their fleets from Brest and Toulon. In the pride of their strength, Rooke and Sir Cloudesley, on hearing that Gibraltar was but slenderly provided with a garrison, determined on making an attempt to carry it by escalade. They accordingly sailed boldly into the bay, and landed some 1800 men, under the command of the Prince of Hesse-Darmstadt. On the Governor's refusal to accept a summons, the ships were all moored, and opened such a cannonade on the 23rd July, that about 15,000 shot and shell were poured into the place in five or six hours, under which the Admiral and the

1704.  
Shares with Sir G. Rooke in the capture of Gibraltar.

1704.

—

Battle of  
Malaga,  
Aug. 13.

assailants got possession of the fortress, in the capture of which Shovel had no especial share, but as soon as the garrison was established and provisioned, he continued under the orders of Sir George Rooke, and was with him at Malaga, where, in the van of the combined fleet of England and Holland, he encountered the French fleet, under the Count de Thoulouse, on the 13th August (by a singular coincidence this was the actual day that the victory of Marlborough was gained over the French army at Blenheim); Sir Cloudesley going freely before the wind dashed gallantly against De Villette and Du Casse, and after a stout conflict set the ship of the former on fire, which blew up. Sir George brought up the *corps-de-bataille*, which poured such an iron shower on their opponents that the ships of Belle-isle de Grancy, D'Osmond de Rouvroi, De Pontac, and De la Roche-Allard, all took fire, and were obliged to quit the French line to extinguish the flames. The fleets were nearly of equal strength, but Sir Cloudesley and Sir John Leake secured the weather-gage, which afforded the opportunity of closing with the enemy, which it was always the maxim of Shovel to accomplish. However, all the British ships began soon to feel the want of ammunition, so much having been expended on the capture of Gibraltar; but here again Sir Cloudesley Shovel brought up timely aid, having been more provident than others.

The action continued till near midnight, having commenced early; but in this long action there was no ship on either side taken. However, the van, under our Admiral, suffered severely, and the "Lennox," the "Warspite," the "Tilbury," and the "Swiftsure," which were all in that division, suffered more than any others in the fleet. Sir Cloudesley's own report of the action is very interesting: "Our number of ships that fought in the line of battle were pretty equal. I think they were forty-nine and we fifty-three; but Sir George Rooke reserved some of the fifty-gun ships to observe

Sir  
Cloudesley  
Shovel's  
own report  
of the  
action.



if they attempted any thing with their galleys, of which they had twenty-four. Their ships did exceed in bigness. I judge they had seventeen three-deck ships, and we had but seven. The battle began on Sunday, the 13th, soon after ten in the morning, and in the centre and rear of the fleet it continued till night parted. In the van of the fleet, where I commanded, and led with Sir John Leake, we, having the weather-gage, had an opportunity of coming as near as we pleased, which was within pistol-shot, before firing a gun; through which means and God's assistance the enemy declined us, and were upon the run in less than four hours, by which time we had too little wind, so that their galleys towed off their lame ships and others as they pleased; for the Admirals of the White and Blue, with whom we fought, had seven galleys attending upon them.

“As soon as the enemy got out of reach of our guns, the battle continuing pretty hot astern, and some of our ships in the Admiral's squadron towing out of the line, which I understood afterwards was for want of shot, I ordered all the ships of my division to slaek all their sails, to elose the line in the centre. This working had that good effect that several of the enemy's ships astern, which had kept their line, having their top-sails and fore-sails set, shot up abreast of us; but they were so warmly received before they got abroadside that, with their boats ahead, and their sprit-sails set, they towed from us without giving us the opportunity of firing at them. The ships of my squadron escaped pretty well, and I the best of all, though I never took greater pains in all my life to be soundly beaten, for I set all my sails and rowed with three boats ahead to get alongside with the Admiral of the White and Blue; but he, outsailing me, shunned fighting, and lay alongside of the little ships. Notwithstanding, the engagement was very sharp, and, I think, the like between

1704.

—

1704. two fleets never has been seen. There is hardly a ship that must not shift one mast, and some all. In my belief there are not three spare top-masts nor three fishes in the fleet, nor above ten jury-masts to set up."

The French  
fleet sails  
for Toulon.

It might have been expected that the action would have been recommenced on the next morning, but the young Count de Thoulouse was advised, as has been said, by the Maréchal d'Estrées, to stand away for Toulon; and, although the British fleet followed him and was for more than two days in sight, the enemy declined to engage, and made haste to get safe in Toulon. Shovel it was admitted had the principal honour of this day, for he had contributed most to the discomfiture of the enemy.

1705.  
Sir  
Cloudesley  
Shovel  
commands  
with Peter-  
borough  
at the  
capture of  
Barcelona.

Upon Sir Cloudesley's return to England after this service, Prince George of Denmark, then Lord High Admiral, presented him to the Queen as Rear-Admiral of England, and he met with a very gracious reception from Her Majesty. In 1705 he commanded with the Earls of Peterborough and Monmouth a conjoint expedition to the coast of Spain, arriving on the 12th August before Barcelona; and, it was chiefly through the activity of the Admiral and the fleet, that complete success attended the siege of that place. The fortress was garrisoned by 5000 men, under the Duke de Popoli, in the interest of King Philip, but possession of it having been obtained by the British, the place was given over to King Charles, who entered it in triumph on 4th October. Shovel, having now finished his work, returned to winter in England.

Projected  
invasion  
of France  
abandoned.

In the succeeding summer Sir Cloudesley again assumed the command of the British fleet in the Mediterranean. A scheme had been projected by the Marquis de Guiscard for an invasion of France, and with this view an army of 11,000 men, under the Earl Rivers<sup>1</sup>, was embarked on board the squadron

<sup>1</sup> The Earl Rivers, although a warrior and statesman of some

that the Admiral carried out, sailing on the 13th August. So soon, however, as they got to sea, Shovel discovered that the Marquis was a mere adventurer, and had the most slender qualifications for success in such an enterprise: therefore, it was resolved not to attempt even an alarm on the shores of France, but, in the execution of their ultimate destination, to proceed to Lisbon. 1706.

Here he arrived on the 3rd November, and the Admiral and General were received very graciously by the King, who resided in the country under grievous bodily infirmity, of which in a few weeks he died. It happened just at the time that some ships of the fleet proceeding outwards on a cruise did not receive the customary salute from the Castle of Belem; on which the Admiral had an audience of the new King, when, to his surprise, he was received with marked indignity. On this Sir Cloudesley Shovel at Lisbon, when slighted by the new King, demands an explanation. Sir Cloudesley Shovel at Lisbon, when slighted by the new King, demands an explanation. On this Sir Cloudesley, suspecting some change of policy, demanded an explanation, and, on receiving only a frivolous excuse, he gave the Portuguese Secretary of State to understand that if the British flag should be again insulted he should take immediate satisfaction from the mouth of his cannon. Nothing, however, further occurred in this matter: the fleet quitted Lisbon, on the 2nd January, 1707, when the expedition proceeded to Alicant, where lay the British army under Lords Peterborough and Galway, and General Stanhope. 1707.

In the month of June following, an attack was concerted against Toulon by the English and Dutch fleets, under Shovel, with the confederate army, under the command of the Duke of Savoy and Prince Eugene. The expedition was secretly concentrated in the roads of Nice, where, on the 11th July, the Generals and Ministers were entertained on board the "Association," the flag-ship of Sir Shovel commands the fleet at the combined attack of the allies on Toulon. Shovel commands the fleet at the combined attack of the allies on Toulon. In his day, had been better known as a great rake, and was the father of Savage, the poet, by the Countess of Macclesfield.

1707. Cloudesley Shovel, and the same day the Imperial army passed the Var, to the astonishment of the French. Six hundred sailors and marines were forthwith embarked in boats to flank the advance, and, being rowed to within musket-shot of the enemy's batteries which were deemed inaccessible, they were led forward sword in hand under our Admiral; the Duke of Savoy, taking advantage of the enemy's consternation, now passed the river without further opposition, and, on the 14th August, crowned the eminences that surrounded Toulon. The weather and the state of the sea did not admit of much co-operation from the fleet; nevertheless, the fortress that defended the Mole was attacked by it and reduced, when a bombardment ensued. But Louis XIV., as soon as he had discovered the object of the expedition, was exceedingly alarmed at this attempt upon his arsenal, and resolved to leave no stone unturned for the protection of the town and harbour.

Defeat and death of the Prince of Saxe-Gotha.

The important port of St. Catherine, held by the gallant young Prince of Saxe-Gotha, had been attacked with vigour, but not being supported, His Highness was driven out of the place and killed, and the garrison cut to pieces. A great number of houses were destroyed by the bombardment; which also burned or rendered unserviceable eight men-of-war, and blew up several magazines. Had the Imperialists acted with corresponding energy from the land side the expedition would have had success, but the Duke of Savoy procrastinated to such a degree as gave rise to an imputation that he was not sincere; and the operations were retarded by a difference between him and his illustrious kinsman Prince Eugene; so that in the end Marshal de Tessé arrived to the succour of the port with twenty battalions, when the Imperialist army was compelled to abandon the enterprise, and, having, on the 18th, embarked all the heavy artillery and the hospital on board the fleet, the Duke did not wait to receive even an insult from the enemy, but ordered

The allies abandon the enterprise.

his army to decamp in the night. Old Sir Cloudesley— 1707.  
 sufficiently disgusted (for he had confidently calculated —  
 upon capturing the forty sail of the line which he Sir  
 blockaded in the harbour with his ships)—had no mind Cloudesley  
 to quit his post without a parting blessing, and, there- Shovel  
 fore, leaving the soldiers to go where they pleased, he bombards  
 opened a tremendous fire on the town and port, the town  
 but his  
 did so much mischief, that he had the satisfaction fleet suffers  
 of seeing eight of the enemy's capital ships burnt and severely  
 destroyed. They were all splendid vessels, varying from the  
 enemy's  
 fire.  
 from 90 to 52 guns a-piece; but the enemy at  
 length got some guns and mortars to bear upon the  
 fleet, which was so shattered by the shot that the  
 ships were glad to get away; and, after having landed  
 the guns and hospital at the mouth of the Var, and  
 left eighteen sail of the line to watch the coast  
 under Sir Thomas Dilkes, Sir Cloudesley set sail for  
 England with the remainder. He entered into sound-  
 ings on the 22nd October, and had ninety-fathom water,  
 but the gallant Sir Cloudesley Shovel was never again  
 heard of. The flag-ship "Association," 90, with two Sir  
 other ships of war, the "Eagle" and "Romney," stood Cloudesley  
 on their different courses, and, it is supposed, they all Shovel  
 thus mistook the lights in the islands of Scilly and is wrecked  
 struck on the rocks called the "Bishop and his on the  
 Clerks;" but, as all on board perished, the accident Scilly  
 Islands.  
 has never been accounted for.

The next morning the body of the fine old Admiral The body  
 was found among the rocks of St. Mary by some of Sir  
 fishermen. The story is that Sir Cloudesley had on his Cloudesley  
 finger a valuable emerald ring, and, after that the body Shovel is  
 was stripped and plundered, it was again buried in the discovered  
 sand; but some of the fellows gave information of the by fisher-  
 ring, which induced an inquiry, and the body was men.  
 exhumed, and carried into Plymouth on board the  
 "Salisbury." The Queen ordered it to be immediately  
 brought to London; and, after lying in state for some  
 days, the gallant old Admiral was consigned to the

1707. — dust with great funeral pomp, and at the national expense, in Westminster Abbey, where a costly monument (but, it must be confessed, the most tasteless) was erected to his memory by Her Majesty's direction. Sir Cloudesley was at the time of his death Rear-Admiral of England, Commander-in-Chief of Her Majesty's fleets, and one of the Council of Admiralty to Prince George of Denmark. He married the daughter of his early friend and patron, Sir John Narborough, by whom he left two daughters, but both his step-sons perished with the Admiral; but Lady Romney left children, and so it is believed did Lady d'Aeth, both of which families are descended from this redoubtable warrior.

His  
character.

Sir Cloudesley Shovel was one of the greatest sea Commanders of his own or any other age, nor indeed has this island produced a greater in public or private life—of undaunted courage and resolution, of wonderful presence of mind in the hottest engagements, and of consummate skill and experience; but, more than all, he was a just, generous, honest, and good man—who was the artificer of his own fortune, and advanced by personal merit alone, for he from the lowest beginnings raised himself to the most considerable professional eminence. He discharged every public employment with ability, honour, and integrity. In private life he was eminent for his generosity and frankness; and he conducted himself throughout a life, which was thus prematurely closed at the age of fifty-eight, with so much tenderness, affection, and regard towards every one who was in any way connected with him in life, that, as no man lived more beloved in life, so no man died more truly lamented<sup>1</sup>.

<sup>1</sup> Lives of the Admirals; British Naval Biography; Chalmers; Rapin's History, &c.; Life and Glorious Actions of Sir C. Shovel: London, 1709; Lediard's Naval History of England.

# SIR GEORGE ROCKE.

BRITISH ADMIRAL.

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Born 1650. Died 1709.

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THIS distinguished warrior was the eldest son of Sir 1650.  
William Rooke, Knight, of St. Lawrence Priory, near  
Canterbury, where he was born 1650. He showed <sup>Birth of</sup> Rooke.  
much early aptitude for education, and early evinced  
such evidence of capacity and good judgment, that his  
father was disposed, by a suitable education, to qualify  
him for one of the learned professions, but the inclina-  
tion of the youth for a naval life was too persistent to  
be overcome, and, yielding to his entreaties, his father  
allowed him to make a voyage at sea as a volunteer  
to test the strength of his attachment for it; and  
he never swerved from his boyish fancies, but by his <sup>He</sup> becomes  
own merit attained to the rank of Post-Captain at a Post-  
the age of thirty. Nothing is known of the steps Captain at  
that led to this advancement, but the command of thirty. the age of

1680. ships of war was not at this period ordinarily bestowed  
— on men so young.

After James, Duke of York, was placed at the head of the Admiralty, he was named to the "Deptford," a fourth-rate, of which vessel he was in command at the time of the Revolution. He appears to have supported the government of King William with

1689. much zeal, since he was sent, in 1689, as Commodore  
Rooke sails with some ships to watch the Irish coast, and sailed  
to the direct to the relief of Londonderry, then besieged by  
relief of the fugitive King. He afterwards assisted in con-  
Londonderry.veying the troops under the Duke of Schomberg, and  
in the action for the reduction of Carrickfergus. In

1690. 1690, he was appointed Rear-Admiral, and was present  
with the red squadron under Herbert, Earl of Torrington, in the engagement with the French fleet, under

1691. De Tourville, off Beachy Head. In 1691 he had  
the honour of conveying King William to Holland, when he went to assume the command of the Dutch army in Flanders, and had likewise a similar honour the following year, when he was named Vice-Admiral, and, in command of the blue squadron, gathered his full share of laurels at the successful battle of La Hogue, under Russell, Earl of Orford. After the French Admiral had been driven under the shore-batteries, where many of his ships grounded,

Rooke's Vice-Admiral Rooke, with his blue squadron of twenty  
pre-eminence sail, and accompanied by many fire-ships, stood in  
bravery at after the enemy, and, shifting his flag to the "Eagle,"  
La Hogue. set fire to four three-deckers and three third-rates,  
which were burned to the water's edge, under a terrible  
fire from the Irish camp and the batteries on shore. Then, rehoisting his flag on board the "Neptune," he came again to his Admiral's orders, having experienced no greater loss than ten men in this distinguished service. For this exploit he was rewarded with an annual pension of 1000*l.*, and received the honour of  
He is knighted. knighthood.



In 1693 Sir George, in command of the red squadron of twenty-three ships of war, was sent to convoy the Smyrna fleet from the Mediterranean through the Straits. The French Admiral de Tourville had assembled a very powerful fleet, with which he lay in ambush, for their interception in Lagos Bay, a design which that eminent warrior had managed with great secrecy and prudence. Sir George Rooke appointed to convoy the Smyrna fleet. Rooke was sailing proudly along, He is surprised by De Tourville. having 400 richly freighted merchantmen, English, Dutch, Danish, Swedish, and German, in charge, when, on the 17th June at daybreak, his scouts signalled a French fleet of eighty sail. Under this surprise a French fire-ship was permitted to fall into his hands for the purpose of deceiving him, the Captain of which assured him that the enemy had no more than fifteen sail.

With great craft the leading French ships were seen stretching out from land, towing, with their boats ahead, as if endeavouring to escape from the English. Sir George accordingly was induced to lead for an attack, but about noon he plainly perceived the strength of the French fleet, and signalled the Dutch Admiral, who served under his orders, to come on board his flag-ship, to confer with him under the circumstances. It is spoken of as highly evincing Rooke's good judgment that, although it might have admitted of question whether at a moment of so much imminence it had not been safer to push forward and engage, yet he at once resolved to signal to the entire convoy to disperse and seek shelter where they might. The smaller ships were advised to run along shore where there was shallow water, so as to endeavour to attain Faro, St. Lucar, or Cadiz, while Sir George and the Dutch Admiral, with such merchantmen as chose to follow them, stood away under easy sail for Madeira. De Tourville immediately pursued, and about evening came up into the midst of the British fleet. About ninety of the convoy were taken or destroyed, after a more or less obstinate resistance, De Tourville captures ninety of the convoy. Rooke sails to Madeira.

1693. but the greater portion of the Smyrna merchantmen,  
 — which fortune seemed to have given into the hands  
 of the French, were preserved by their own boldness  
 and address. Fortunately for Rooke a steady gale  
 sprung up at north-west, so that on the morning of  
 the 27th the line-of-battle ships were well on their way,  
 which prevented the Count d'Estrées or De Forbin, who  
 were sent with two squadrons after them, to come up  
 with them. From the Madeiras Sir George directed his  
 course towards Cork, but, M. de Coetlegon coming up  
 across their course with another French squadron they  
 engaged, when an English ship of war was set on fire,  
 and about twenty-nine more of the merchantmen were  
 secured as prizes. The Admiral, however, safely reached  
 England on the 3rd August, where he was very  
 favourably received, and he suffered nothing in his  
 reputation from the disaster, for the merchants con-  
 sidered that an immense booty had been saved from  
 the enemy by the superior skill which Sir George  
 Rooke had evinced for their escape.

Rooke  
 returns to  
 England,  
 Aug. 3.

1697. In 1697 Sir George was elected Member of Parlia-  
 ment for Portsmouth, and he now became a political  
 character, but in this new calling his free and inde-  
 pendent spirit did not recommend him to ministerial  
 favour. He had been made a Lord of the Admiralty  
 immediately after his return, but an unworthy party  
 attempt was afterwards made by Lord Orford to  
 ruin him in King William's esteem, and to get  
 him removed from the Admiralty Board. Macaulay  
 describes the quarrel, which he attributes wholly to  
 "the haughty and perverse nature that would be con-  
 tent with nothing but absolute dominion" in Russell,  
 who, in fact, eventually resigned because His Majesty  
 answered, plainly, "I will never displace Sir George  
 Rooke, for he has served me faithfully at sea, and  
 I will not regard his acting in the House of Commons  
 as he thinks best for the service of his country;"  
 an answer that was worthy of this great Prince, who

Sir George  
 Rooke  
 enters Par-  
 liament,  
 and is  
 made a  
 Lord of the  
 Admiralty.

thus showed his zeal for the liberty of Parliament; 1697.  
and to this day it is established that officers of the  
Navy and Army are rarely disturbed for their votes  
in either House of Parliament.

In 1700 a fleet under Sir George sailed to the Baltic. 1700.  
A war had been lighted up in the North, where Sir George  
the Kings of Denmark and Poland, and the Elector Rooke sails  
of Brandenburg, confederated to destroy the young to the  
Swedish King Charles XII. Rooke, with thirty Baltic, and  
English and Dutch ships, was joined in the Sound by bombards  
the Swedish fleet, and forthwith bombarded Copen- hagen.  
hagen, but without very serious effect. King William,  
like all good soldiers, disapproved of bombardments, and  
was indisposed to proceed to such extremities against  
Denmark. His Majesty accordingly directed Sir  
George to be informed that he was not to carry out  
hostilities, but to offer his mediation; and a treaty was  
concluded between these belligerents about the middle  
of August, principally effected by the firmness and reso-  
lution of Rooke, who had to restrain the fighting dis-  
position of the young Swedish King as well as the  
hostility of his oppressors. "Sir," said Sir George Charles  
Rooke to Charles XII., "I was sent hither, to assist XII. of  
your Majesty, but not to ruin the King of Denmark." Sweden  
The States-General publicly thanked their Stadtholder and Sir  
for having trusted this matter to so prudent and able a G. Rooke.  
Commander as the British Admiral.

In 1701 he voted for Mr. Harley to be Speaker of 1701.  
the House of Commons, in opposition to the Court, Sir George  
which made the Whig party his enemy, so that, al- Rooke  
though on the accession of Queen Anne, Sir George opposes the  
was constituted Vice-Admiral and Lieutenant of the Whig  
fleets and seas of the kingdom, he was a marked man party.  
with the Whig party, which at the time laid him aside  
by proposing Sir Cloudesley Shovel to higher favour.  
Prince George, however, when Lord High Admiral,  
immediately recalled him into active employment upon  
the rupture with France, and he hoisted the union flag

1702. on the "Royal Sovereign," 110, on the 19th of June, and put to sea with a fleet of 30 British and 20 Dutch sail of the line, and with an armament of 13,000 soldiers on board, to support the cause of the Archduke Charles in Spain, against the claim of Philip of Bourbon. On the 12th August Rooke anchored before Cadiz, and summoned the Governor to surrender, which being refused, the Marquis of Ormond was landed with the troops, and made himself master of the forts of St. Catherine and St. Mary; but, the question being raised of bombarding the city, it was deemed impolitic to alienate the affections of so important a place from King Charles, and the troops were re-embarked on the 12th September, *re infectâ*. Poor Spain has never, however, been under any hostility with the English but her wealth tempted her enemy to robbery and plunder. The soldiers brought with them on board the ships a most discreditable amount of stolen property; in seizing which the general officers set a very disgraceful example, which the Commander-in-Chief Ormond did nothing to restrain<sup>1</sup>; and I fear that the sister-service proved themselves to be no whit behind the military in this quality.

Disgraceful rapacity of the officers and men in both services. Further operations against Cadiz abandoned. Rooke, well aware that such a place as Cadiz could by no means be taken by a *coup-de-main*, followed out his further instructions, and prepared a squadron to carry out some of the troops to the West Indies, and intended to carry home the rest of the fleet; but, being under the necessity of renewing its water, he carried his fleet off the coast of Algarve, and sent in three or four of his ships to obtain a supply of

<sup>1</sup> Tindal relates that Sir Henry Bellasis and Sir Charles O'Hara were by Her Majesty's orders put under arrest for having, by their example, promoted and encouraged the plundering of Port St. Mary, and the former was found guilty and dismissed the service. A proclamation was also issued for the discovery and recovery of goods, plate, and other effects, plundered or embezzled from the galleons at Vigo; but this proclamation had little or no effect.

that element in Lagos Bay. It happened, however, 1702.  
 that Captain Hardy of the "Pembroke," and Mr.  
 Beavoir, his Chaplain, heard, on landing, that a mes-  
 senger had come in with important despatches for the  
 Admiral from Mr. Methuen, the British Ambassador  
 at Lisbon, communicating that the Spanish galleons,  
 twenty-two in number, from the West Indies, laden with  
 an immense treasure, had put into harbour at Vigo, under  
 convoy of a French fleet of thirty men-of-war under  
 Château-Regnaud. Immediate measures were conse-  
 quently adopted to apprise the Admiral of this intelli-  
 gence, who, on the 6th October, turned the head of the  
 fleet in the direction of Galicia, intent on making the  
 attempt to destroy the entire armament at anchor in the  
 bay. He knew that the entrance was narrow and of good  
 defence, but it was reported that the lines had been neg-  
 lected, and that the militia had been withdrawn out of  
 them. The British fleet came to anchor before the  
 harbour of Vigo on the 10th October, almost unper-  
 ceived by the enemy, in consequence of the state of the  
 weather. The Admiral did not lose a moment in test-  
 ing the truth of the reports he had received of the  
 defences, and ascertained that the fleet was all moored  
 within the estuary, which the mouth of a river widened.  
 A boom, constructed of masts and yards with cables and  
 chains, had been stretched across the entrance, which  
 was defended by an unfinished castle and an ungarn-  
 ished fort, and moored at each end to a seventy-  
 gun-ship. Within the boom five ships of war were  
 anchored, with their broadsides towards the sea, to  
 defend the entrance of the harbour. There not being  
 water enough to admit the first-rates, Sir George shifted  
 his flag into the "Somerset," a third-rate, and the other  
 Admirals followed his example. The Duke of Ormond  
 landed with the troops, 2500 in number, to make a diver-  
 sion, and, as Rooke apprehended that the whole fleet  
 might not find a berth within the harbour, fifteen  
 English and ten Dutch, with all the fire-ships and bomb-  
 Sir George  
 Rooke  
 resolves  
 to attack  
 the French  
 fleet at  
 Vigo.  
 The land  
 forces  
 under the  
 Duke of  
 Ormond

1702. — vessels, were anchored by their respective Admirals off the harbour. The land forces, with much gallantry and success, soon made themselves masters of all the batteries, into which they fought their way sword in hand, and as soon as the British Ensign was seen to fly from the top of the castle, the fleet outside, led by Admiral Hopson, in the “Torbay,” and carrying a press of sail, bore right against the boom with such collected force that it broke at the first shock, and, notwithstanding the prodigious fire on every side—especially from the two seventies, “Le Bourbon” and “L’Espérance”—the passage for the whole combined force was speedily effected. The “Torbay” was severely shattered, and would have been burned by a fire-ship but for the uncommon exertions of her officers and crew. The enemy defended themselves with great bravery and resolution, but as soon as Château-Regnaud saw the boom broken, and the castle under the enemy’s flag, with their fleet ready to fall in amongst his ships, he ordered the flag-ship to be set on fire, which example was followed by many of his Captains, so that there was soon a widespread and fearful conflagration of the entire French fleet.

The boom is forced, and the fleet enter the harbour.

Great losses of the enemy in ships and treasure.

Rooke and all his officers exerted themselves with much diligence to check the progress of the fire, but fifteen men-of-war and six or seven galleons were either burnt or sunk. Six galleons were, however, secured by the English, and five by the Dutch, so that the booty captured was immense. As to the amount, it is very difficult to form a satisfactory estimate. It was said that the galleons had brought in them twenty millions of pieces of eight, besides other rich commodities in the way of merchandize. The enemy are thought to have removed out of the ships a great deal of their valuable cargoes, and much was sunk or burnt in the action. The Duke of Ormond with the army, having marched inland to Rodondala, got possession there of a great deal of plate belonging to the French officers. Not above two

millions of silver, and the value of five millions in goods, were thought to have been brought away by the English and Dutch. What made this victory the more considerable was, that it was gained with inconsiderable loss of life, there not having been fifty landmen killed and wounded, and very few seamen. Indeed the French seamen and soldiers for the most part escaped, because the confederates had no cavalry with which to pursue them. 1702.  
—

On the following day Sir Cloudesley Shovel, with a fleet of twenty-nine sail, joined Sir George Rooke's fleet, when, after some consultation, it was determined by the Admiral that his own fleet should proceed home, leaving Sir Cloudesley at Vigo to endeavour to raise the sunken galleons and men-of-war, and to bring them to England after him. Sir George arrived in the Downs in the first days of November, and Sir Cloudesley on the 17th, when the Duke of Ormond's troops were disembarked and marched to Canterbury, and thence to London, where they were received with great marks of favour by the Queen, and with loud acclamations by the people. The thanks of both Houses were cheerfully voted to both services and their leaders, and the Speaker (Harley) complimented Sir George Rooke in his place in the House in these just and elegant terms:—

Sir George  
Rooke  
arrives in  
England.  
  
Thanks of  
Parliament  
to Ormond  
and Sir  
G. Rooke.

“ In former times Admirals and Generals have had success against France and Spain separately, but this action at Vigo hath been a victory over both confederated together. You have not only spoiled the enemy, but you have enriched your own country; common victories bring terror to the conquered, but you brought destruction upon them and additional strength to England. France had endeavoured to support its ambition by the riches of India, but your success, Sir, hath only left them the burthen of Spain, and stripped them of their assistance of it. The wealth of Spain and the ships of France are, by this

Speech  
of the  
Speaker  
(Harley).

1702. victory, brought over to our juster cause. This is an  
 — action so glorious in the performance, and so extensive  
 in its consequences, that as all times will preserve the  
 memory of it, so every day will inform us of the benefit."

To which Sir George Rooke replied:—

Reply of  
 Sir George  
 Rooke.

"I am extremely sensible of this great honour, and shall take all the care I can to preserve it to my grave, and convey it to my posterity, without spot or blemish, by a constant affection and zealous perseverance in the Queen's service. Sir, no man hath the command of fortune, but every man hath virtue at his will; and though I may not always be successful in my country's service as upon this expedition, yet I may presume to assure you, I shall never be the more faulty."

Sir George  
 Rooke  
 made a  
 Privy  
 Councillor.  
 Jealousy of  
 Ormond.  
 Resolution  
 of the  
 House of  
 Lords.

The Admiral had the honour of being raised to the dignity of a Privy Councillor, but it does not appear that he had any other benefit; though he had, like most great men, the envy of his contemporaries, among whom it is sad to find the Marquis of Ormond, who succeeded in raising a prejudice against his gallant colleague in the House of Lords; but, nevertheless, a resolution being put to their lordships, was carried to this effect: "That Sir George Rooke had done his duty pursuant to the Councils of War, like a brave officer, to the honour of the British nation."

1704.  
 Sir George  
 Rooke  
 convoys the  
 Archduke  
 Charles to  
 Spain.

Early in the year 1704 our Admiral sailed from Spithead, in command of a numerous fleet, to convoy to Lisbon the Archduke Charles of Austria, who had been acknowledged by Great Britain and her allies as the rightful King of Spain. He was received on board the flag-ship with all the honours, but in consequence of a continuance of stormy weather, the Sovereign designate did not reach Lisbon till nearly six weeks after his departure from St. Helen's, and he landed in the Tagus on 23rd February, where he was received with all outward demonstrations of joy and welcome. Previously, however, to the King's landing a question arose on a

Incident  
 at Lisbon.



*punctilio* very much and very properly considered in the Navy. The Portuguese desired that, on the King's coming on board the British flag-ship and striking his standard out of compliment to that of England, the Admiral's flag should be struck and remain lowered while the Portuguese royal standard flew on board, and they induced the King of Spain to make this proposal to Sir George Rooke; but the Admiral replied that His Majesty, as long as he continued on board, might command the flag to be struck when he pleased, but that, as soon as he had quitted the ship, the British Admiral was under the necessity of executing his Sovereign's commission, which must always be executed under the national flag. This and some other reasons satisfied both Kings, so that the flag of England continued to fly while the royal standard was hoisted. 1704.  
—

Sir George sailed from Lisbon through the Straits, considering that he was strong enough to oppose the French squadron from Toulon, which he heard was out of port in the Mediterranean. The Prince of Hesse-Darmstadt, who had met King Charles at Lisbon, had assured His Majesty that there was a strong party in Barcelona, and among the inhabitants along the east coast of Spain, ready to declare for him when his flag should be seen, and Sir George accordingly sailed on with a view to make a demonstration before that fortress; but, soon after he quitted Lisbon, Mr. Methuen, the British Ambassador, having learned that the French squadron from Brest had been seen to pass the Tagus, was desirous that this important fact should be communicated to the British Admiral, and prevailed on a Captain of a man-of-war, who was left in port, to seek to carry the information to him. The Captain, knowing how stiff the Admiral always was on matters of order and discipline, represented that he dare not depart without sailing orders. Nevertheless he yielded to the necessity of the case, and got safely

1704. by the enemy's fleet, and brought the important advertisement to Sir George, who simulated his displeasure by the remark, "that on this occasion he could pass by his not observing instructions, but that, for the future, he would find that the safest course was always to obey orders."

—  
Sir George  
Rooke  
a rigid dis-  
ciplinarian.

Sir George  
Rooke  
bombards  
Barcelona,  
but with-  
out effect;  
he sails  
to Nice.

On reaching Barcelona the King discovered that he had been misinformed as to the disposition of the Spanish people in the province of Catalonia, and Sir George represented that, although there was certainly a favourable disposition in many towards the Austrian cause, yet in reality it was not so unequivocal as to justify an attack on the place. Nevertheless, at the urgent solicitation of His Majesty, the troops were landed, on the 19th May, to the number of 2000 men, under the Prince of Hesse-Darmstadt, and a bombardment opened upon the body of the place; but, as it produced no effect, and there was no evidence of ardour or attachment to the royal cause, the troops were re-embarked, and Sir George carried away the fleet to fulfil other orders he had received from the Queen to carry relief to Nice and Villa Franca, places threatened with a siege from the Duke de Vendôme. As the fleet sailed they came across the French squadron sailing from Brest to Toulon, though the Admiral gave no impediment to its passage, by a happy accident, the presence of the British fleet preserved from capture a rich convoy of merchantmen from Scanderoon and Aleppo, under three or four frigates passing at the time, from falling into their hands.

Sir George  
Rooke  
being re-  
inforced

The English Ministry having heard from Methuen the mission of the Brest fleet into the Mediterranean, and fearing that Sir George Rooke might not be strong enough to resist the union of the fleets of Toulon and Brest in the Mediterranean, despatched a squadron of ships, under Sir Cloudesley Shovel, to reinforce the British fleet, who fell in with and joined

the Admiral off Tetuan. Sir George Rooke now felt strong enough for any work, and knowing that both French fleets were now certainly distant, and learning likewise that the important fortress of Gibraltar was slenderly provided with a garrison, a Council of War was called on board the flag-ship, on the 17th July, at which the Prince of Hesse-Darmstadt and Sir Cloudesley Shovel assisted, who, after weighing the defect of orders from home, and, the difficulty and hazard of the enterprise, resolved to make the attack. 1704.

—  
by Shovel,  
resolves  
to attack  
Gibraltar.

On the 21st Sir George Rooke carried his fleet into the bay, and summoned the Governor, the Marquis de Salines. On his refusal a cannonade was opened upon the fortress, under which, in order to cut off all communication between the country and the rock, the Prince of Hesse-Darmstadt was landed, with all the troops, upon the isthmus, where he took post, while Rear-Admirals Byng and Vanderdussen moored their squadrons to act against the garrison. In five or six hours the Admiral saw that the enemy had abandoned the new Mole-head, and he immediately ordered all the boats of the fleet to be manned and armed, under Captain Whitaker, who received the conduct of this glorious enterprise, which was to secure the great platform. Captain Hicks and Captain Jumper of the Navy pushed their pinnaces to land and were the first on shore; but the Spaniards exploded a mine by which two Lieutenants and forty seamen were killed, and sixty seamen wounded. Notwithstanding, Whitaker resolutely held his ground, and receiving reinforcements next day, a small bastion, half-way between the Mole and the town, was carried sword in hand. Sir George upon this success proposed terms of capitulation to the Governor, who thought it prudent to accept them: and, on the 24th, the gates of Gibraltar were opened to the Prince of Hesse, who was constituted Governor in the name, and for the use, of King Charles III. of Spain. It was said that the capture was aided by the following

The  
Governor is  
summoned,  
July 21.

Gallant  
and suc-  
cessful  
attack of  
Captain  
Whitaker.

Surrender  
of the  
Governor,  
July 24.

1704. incident:—some seamen on the Mole platform ventured  
 — to climb the rock, and came upon a chapel at which all the Spanish women were congregated to implore the protection of the Virgin. They fled with cries into the town, and the alarm contributed to bring the Marquis de Salines to terms. This most important conquest was achieved with the loss of only 60 killed and 216 wounded to the British.

Probably all people are more or less inconsistent and inconsequent in the affairs of private life; and perhaps a popular Government must, in its very nature, be the most inconsistent and inconsequent of political institutions—and, certainly, we British are of all people the most wayward and changeable in our undertakings. We are swayed in every public act by party, and cannot be said to have a settled policy in any matter of high statesmanship, nor, with the exception of Sir George Lewis, have we had many writers to prove themselves something more than the mere politicians of a party at the moment.

Reflections  
 on the  
 importance  
 and re-  
 tention of  
 Gibraltar.

We have, I think, a remarkable example of this in the case of Gibraltar. It never appears to have ever entered into any British statesman's head, prior to its capture, that it would be a good stroke of policy in England to secure a footing on distant shores to facilitate our commerce, &c., or that strongholds—such as Gibraltar, Malta, and Corfu—were useful additions to our power, for garrisons, magazines, and harbours, to increase our influence in the balance of power in Europe. It was, as we see, a mere accident induced two or three energetic and bold Admirals, upon a matter of casual information, to act without orders, and obtain possession of what must be deemed the best strategical point in all Europe for such a nation as Great Britain to acquire; but we had scarcely occupied it a quarter of a century before the ministers of George I., ignorant and incompetent as statesmen, offered to restore the Rock to Spain, without seeking any compensation

or substitute for it; and since then, although we have stoutly proved that we were able to defend what the prowess of our gallant tars had gained, yet the question of its restitution has again and again been put forward, and is even urged at the present moment. People are found so *squeamish* and thin-skinned now-a-days as to question the natural and legitimate consequence of all wars, and would lay down *dicta* in maritime, as well as in territorial conquests, that would not hold for twenty-four hours after the declaration of any war—that armed ships are to be prudes of virtue on the high seas, and lay no hand on an enemy's commercial property either afloat or on shore, although it is manifest that Prize Money, whether it be public or private property, represents the sinews of war, and would moreover comprise *matériel de guerre* that might be employed against us to our very serious disadvantage. It might just as well be said that armies on service should rather starve than lay hand on the corn, wine, and oil, or seize the flocks and herds, which abound on the fat lands of an enemy's country, the property of course of private owners.

Why should Gibraltar be given back to Spain? The Spanish people have never proved themselves conscious or worthy of its value even while they had it; and the inhabitants of the fortress, who have been allowed self-government under all the rights of religion and property, have never evinced the slightest inclination to get rid of us. They know that, whoever be the master, their fate is to live in a garrison town, and they have a sufficient sense of their own interests to know who is their best master. If when the Spaniards really owned it, they never made any use of it, surely its possession by us for 165 years, that is to say—the duration of five and a half generations of men—has established a pretty good right of freehold against them; and I trust that we

1704. shall hold it with a devotional firmness to our right  
 — in the soil, until the stronger man shall be found who  
 . can eject us out of our tenement.

Leaving as many men as he could spare for the garrison of Gibraltar, and supplying it with all the stores he could collect from the fleet, Sir George Rooke sailed back to Tetuan to take in wood and water; but here he was apprised by his scouts that the whole French fleet, having united their force at Toulon, was at sea, under the young Count de Thoulouse, in number much superior to the British fleet and that of the Dutch under Admiral Callemburg conjoined.

Sir George  
Rooke  
resolves to  
attack the  
French  
fleet under  
the Count  
de Thoulouse.

A Council of War was therefore summoned, in which it was resolved to sail up the Mediterranean in search of the enemy and engage them. However, in the ardour and hurry of this resolve there was not due care taken to inquire what quantity of ammunition was to be found in the ships of the fleet, after the great waste of their stock before Gibraltar, for it had seldom happened that so much powder had been expended in any action at sea, or previously than in that bombardment, and this omission had considerable effect on the consequences of the engagement we have now to relate.

The French  
sighted off  
Malaga.

On the 9th of August Rooke had the good fortune to descry the French fleet off Malaga, where it lay anchored, to the number of fifty-two great ships and twenty-four galleys. The confederate fleet consisted of fifty-three ships of the line; but the French were superior in the number of men and cannon, as well as in weight of metal; and the British were altogether unprovided with galleys, of which the French reaped much advantage in the engagement that now ensued.

Sir  
Cloudesley  
Shovel  
commands  
the  
advance.

It was, however, the 13th, at ten in the morning, when Sir Cloudesley Shovel, commanding the advanced squadron (acting upon the maxim which has always marked the British seamen, to fight at as close quarters

as they could), pressed all sail, under a favourable wind, to encounter the Marquis de Villette, who commanded the advanced squadron of the enemy. The impetus with which Shovel, who led the van, advanced distanced him so much from the main body of the fleet, under Rooke, that the French thought to envelop his squadron, and sent seven of their galleys into the midst of the English ships; but Rooke, in the "St. Catherine," saw the manœuvre, and came up to the support of his officer, and engaged "Le Foudroyant," the flag-ship of the Count de Thoulouse, while the Dutch Admiral Callenburg vigorously attacked the French centre.

Several of the English ships were, nevertheless, after a time, obliged to go out of the line for want of ammunition, and, in so doing, they suffered much from the galleys, who endeavoured to tow them away. Towards seven in the evening one of the French Admiral's seconds advanced and commenced a close fight with the "St. George," commanded by Sir John Jennings. Rooke passed on to the ship of the Bailli de Lorraine, and in the struggle the French commander fell in the fight, and his command was taken by M. de Grandpré, with whom the conflict was continued. The English, under the wind, had some advantage in these engagements; but the French succeeded in avoiding every attempt to board. The battle lasted till night parted the combatants, when the French crowded all sail to force through the English line. Rooke, however, was enabled to slacken sail and to close the line in the centre against the enemy.

The effect of this manœuvre was that several of the French ships were shut off astern, and were so warmly encountered by the British broadsides as to be under the necessity of calling up their galleys to tow them off. The flag-ships of De Villette and Belle-isle were now seen to be both on fire, and were extinguished with difficulty. During the night the wind changed, which gave some advantage to the

1704.

—

Want  
of ammu-  
nition  
compels  
several  
English  
ships to  
go out of  
action.

Perilous  
position

1704. French, and, indeed, if they had availed themselves of it the result might have been fatal to the English, whose ammunition was entirely exhausted: but the Count de Thoulouse—a young and utterly inexperienced Commander—who was given a charge for which he was quite incapable, was advised to withdraw, and, on the following day, the French fleet sailed away from Malaga. It is said the Count desired to renew the combat next day, but was forbid by the “Marquis d’Estrées, Mentor de la Flotte.” There was not a ship taken, sunk, or destroyed in either fleet, but many vessels in both had been very rudely handled. The young “Grand Admiral” received two contusions from splinters, one of which struck and cut his cravat. The exact loss experienced by the French in this action is not known, but they admitted to the loss of 200 officers, and that 7 of their ships had caught fire in the battle. There were 687 killed and 1632 wounded in the English ships, and 400 in the Dutch ships, including about 20 officers.

—  
of the  
English  
fleet.  
The French  
withdraw  
from  
Malaga.  
  
Great  
losses of  
the com-  
batants.

The French  
declining  
to renew  
the battle,  
the honour  
of the  
action  
remains  
with Sir  
G. Rooke.

Much has been said and written as to the probable consequences of a renewal of this battle. The condition in which the French ships were was never precisely known, but the want of ammunition on board the English fleet, and the shot-holes in most of the ships’ bottoms, render it probable that a second engagement must have been board-and-board, in which every vessel must have either sunk their adversaries or been sunk by them. Our Admiral, however, acted boldly and judiciously, for knowing his weakness it was his obvious policy to show a good front and dare the enemy. Accordingly, when the morning broke, the English fleet appeared prepared and seeking for a second engagement, when Sir George, seeing the French fleet wince, evinced a disposition to bring them to battle, always cautiously avoiding the initiative, and for two days he followed them in their course, until he ordered his fleet to drop astern and make all haste for



Gibraltar, to careen the ships and refit. The honour of 1704.  
 the action remained with the English, although the  
 nation was never much elated with only a drawn-battle  
 with the French at sea. The French, on the other  
 hand, were very boastful, and asserted, as they always  
 do, in a somewhat hectoring spirit, that the action had  
 been to their advantage, if it were not a conclusive  
 defeat; accordingly, Louis XIV. ordered a Te Deum to  
 satisfy the Parisians; but the historic fact remains un-  
 questionable that this was the last considerable naval  
 armament which the French sent forth to sea for  
 many years subsequently, which is a tacit acknow-  
 ledgment that they had been horribly mauled.

Sir George Rooke stayed eight days at Gibraltar to see his fleet repaired, and to supply that place with a competent garrison, and every sort of supply against the emergency which he foresaw would shortly happen—a strenuous endeavour on the part of the enemy to wrest this important conquest from Great Britain. Then, leaving eighteen men-of-war under Sir John Leake, for the defence of the coasts of the Peninsula, and to be in the way to succour the Rock, the Admiral returned to England. He was received by the Queen and her Ministry, and by the people in general, with those marks of esteem and veneration which were due to his long services and great and signal success: but it was the fate of Rooke to be always persecuted by party envy and detraction. Notwithstanding these eminent services he was removed from the command of the fleet. The Whig historian, Bishop Burnet, records: “The Tories magnified the Admiral’s successes.” “I have heard men skilled in naval affairs differ much in the sentiments of Rooke’s conduct in that action, some not only justifying but extolling it as much as others condemned it.” “Shovel advanced to a close fight: Rooke fought at a greater distance.” “It has been much questioned by men who understand these matters well, whether our

Sir George Rooke reinforces Gibraltar, and sails to England.  
 Bitter party spirit of the day.  
 Sir George Rooke is removed from the command of the fleet.

1704. possessing ourselves of Gibraltar, and our maintaining ourselves in it so long, was to our advantage or not."

—  
Party  
spirit of  
the Whig  
historian,  
Bishop  
Burnet.

The spirit in which the Bishop relates the entire war evinces the same spirit. In the contest of parties, it was which was the greatest exploit, the great military battle of Marlborough, or the naval successes of Rooke? Burnet says, "the Tories went into the addresses of congratulation to the Queen very coldly." "They joined this with that which the Duke had gained at Hochstadt." "It was certainly ridiculous to set forth the glory of so disputable a victory in the same words with the undoubted successes we had at this period by land." But such is a specimen of the prevalence of party spirit at this time, it induced our brave warrior to quit the active service of his country, and to spend the remainder of his life in retirement.

Sir George  
Rooke,  
however,  
was a  
warm  
supporter  
of Harley  
and the  
Tories.

Perhaps some portion of the blame of this rests on the gallant Admiral himself. There is no doubt that in party matters he was too warm and eager, he had supported Harley and the Tories in the House of Commons, and was therefore a determined opponent to the Whig Government. When the Parliament, in the speech from the throne, spoke generally of "the great and remarkable success with which God has blessed our arms," the Lords, in reply, "congratulate the great and glorious success of your Majesty's arms, in conjunction with those of your allies, under the Duke of Marlborough." But the Commons are more just, and name the victory obtained by your "Majesty's fleet, under the command and by the courage of Sir George Rooke." The gallant Admiral had still a place in the Lower House as M.P. for Portsmouth, but he resumed his seat without one word from the Speaker, or the slightest notice of his great services, although his friend Harley was in the chair.

Like most men of unquestioned greatness, Sir George

Rooke was a man of great natural modesty of character. There could not have been two opinions in any man of either party as to the unimpeachable good conduct and courage which had signalized the career of this great Admiral, but, finding himself the butt of party malice, he bowed to a storm which no merit could avert, and carried with him into private life the esteem and veneration of the most enlightened and virtuous of his contemporaries, living among his friends and neighbours with a cordial hospitality, and cheered by the reflection of a long series of splendid achievements, and a life of activity which had been honourably and successfully devoted to the service of his country. 1704.  
—

Sir George Rooke died on the 24th January, 1708-9, in the fifty-eighth year of his age, and was buried in Canterbury Cathedral, where a monument is erected to his memory; but no public record of his pre-eminent glory has been erected by Parliamentary gratitude in those places where Great Britain has been wont to honour her greatest and most distinguished sons. He was thrice married, and by his second wife (a Mrs. Luttrell) he left one son who survived him. Death of  
Sir George  
Rooke,  
Jan. 24,  
1708-9.

The professional character of Rooke is without a stain. He never lost a single ship under his command, either at sea or in action. The Dutch, who are as good judges of naval prowess as any nation in the world, and who served constantly under him, have recorded a very high estimate of his courage, prudence, judgment, and naval ability. And Charles XII., no mean judge of personal bravery, bore evidence to this quality in Sir George. Considering the great employments our Admiral had held, by which many might have built up princely estates, he left but a very moderate fortune to his heir, so moderate that on making his will some of his friends are reported to have expressed surprise at the narrowness of his His  
character.

1704. circumstances, which drew from this good and kind  
— man the following reply :—“ I do not leave much, but  
all that I have was honestly gotten : it never cost  
a sailor a tear, nor the nation a farthing<sup>1</sup>. ”

<sup>1</sup> Tindal ; Burnet ; Chalmers ; Biographies, *passim* ; Campbell's Lives of the Admirals ; Macaulay ; Lediard's Naval History of England.

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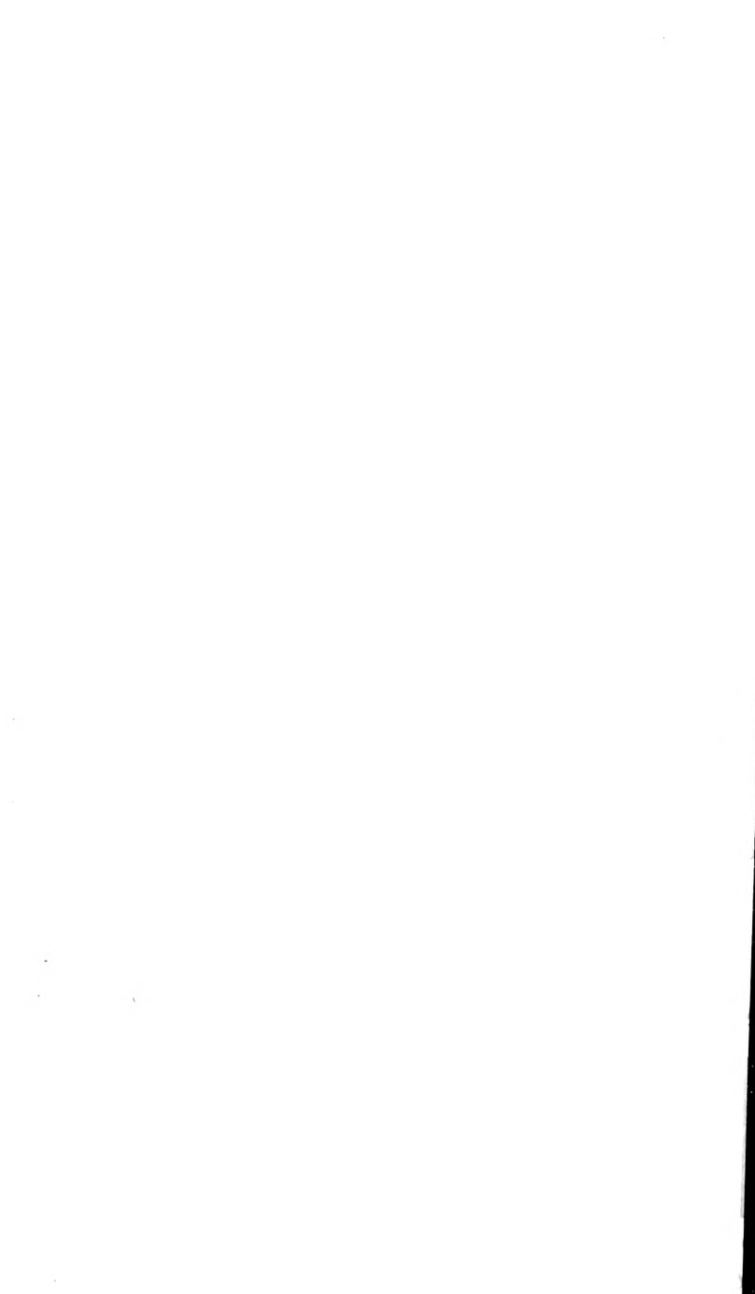
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